THERE IS NOTHING SKIMMED ABOUT

[1407

Hongkong Daily Press.

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8.00 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
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23.

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ONLY *communications relating to the news column should be addressed to* THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JANUARY 1ST, 1913.

THE general impression one derives from the review of local trade during the past year which we print elsewhere to-day is that trade has on the whole been very satisfactory. Having regard to the fact that for at least the latter three months of the year 1911, when the Revolution was in progress, there was practically a cessation of orders in view of the uncertainty of the immediate future, this improvement was to be expected when hostilities were happily ended. With the peaceful exit of the Manchu rulers something like a trade boom appeared in many parts of the country, and we expect to find when the Customs returns are available for the year that the Government of China has not suffered any considerable loss from that important source of revenue. Indeed, looking at the official returns for the first three-quarters of the year, we may venture a confident prediction that the customs revenues for 1912 will prove fully equal to and possibly exceed those of 1911. The trade prosperity of China has a most important bearing, of course, on the general prosperity of Hongkong. Last year the great influx of people into the Colony from the mainland to escape the perils incident to the operations of large armies of undisciplined soldiers, created a great demand for house accommodation. Rents, already high, were advanced in hundreds of cases to preposterous figures and many properties changed hands at enormously enhanced values. In the city of Victoria, the Hill District, Shaukiwan, Saiwanho, Quarry Bay, Hongkong villages, Kowloon Point, Yaumati, Mongkoktsui, and New Kowloon the increase in rateable value ranged from 10.59 to 0.29 per cent., the largest increase being in New Kowloon. Contrary, perhaps, to general expectation at the time, this increase would seem to have the character of permanence. Not for many years has there been in Hongkong such a boom in the building trade as obtains at the present time, and seems likely to continue, for many important projects are under consideration, notwithstanding that the cost of building has greatly increased during the last five years. In so far as this indicates a firm confidence in the continued maintenance of the present high rents in the Colony, it is a distinctly unsatisfactory aspect of the Colony's prosperity from the point of view of householders, as distinguished from house owners. The complaint of the increasing cost of living is not confined to Hongkong, however. It is voiced in every port of the Far East, though we doubt whether in any city on the coast of Asia there is greater justification for the complaint than in Hongkong. It follows from an enhancement of rentals that the cost of commodities have increased, and the price of labour in ten years has risen from 50 to 100 per cent. This is a development which menaces the trade prosperity of the port and it is important that attention should earnestly be directed to means of checking the increasing cost of living. In this connection the scheme prepared by Mr. MONTAGUE EDE for the creation of a Portuguese city in the Eastern suburbs of Victoria is a step in the right direction, and in the interests of the future of the Colony, no less than of the comfort of the particular section of the community to whom the scheme especially appeals, we trust to see an early commencement of building operations. On the Kowloon side indications of growth have been as plentiful as on this, and a very promising feature of the year has been the increasing amount of interest shown in the possibilities of development in the new territorities to which the railway serves to direct attention. Some amount of prospecting has been done with very encouraging results, and we understand that a Company is about to be formed to open up a tin mine. But still more satisfactory is it to learn that fruit-growing enterprises are being started on a considerable scale. There is no reason why all the market produce consumed by the inhabitants of Hongkong should not be grown within the limits of British territory, and we should like to see this aim steadily kept in a view. Scores of miles of waste land not only in the hinterland of the Kowloon peninsula, but on the numerous adjacent islands could be brought under agricultural development if the necessary inducement is offered by the Government. At the moment when the Chinese population is practically unanimously boycotting the trams because fares are required to be paid in Hongkong currency, there is a natural tendency in some quarters to indulge in pessimistic forebodings, but for our part we do not believe that any permanent injury will be done to the interests of the Colony by any retaliations which may follow strong measures to uphold the authority of the British Government in the Colony. The great and solid interests built up here by enterprising Chinese merchants under the protection of the British flag are too substantial to be sacrificed, while the facilities for handling the trade of South China which the business capacity of the foreign merchant has provided sufficiently insure the continued growth and prosperity of the Colony as China develops.

In accordance with usual custom there will be no issue of the *Hongkong Daily Press* to-morrow, to-day (New Year's Day) being observed by the staff as a holiday.

Four boatmen were fined $5 each for causing an obstruction in Connaught Road West.

A private telegram reached the Colony yesterday announcing the death of Mr. E. Caldbeck, senior partner of the firm of Messrs. Caldbeck, Macgregor & Co.

The latest addition to the ranks of local architects is Mr. J. R. Maughan, A.R.I.B.A., who has come out from Home as an assistant to Mr. Colbourne Little.

Captain H. L. Holme, R.G.A., armament officer at Hongkong, having been appointed to the Legation Guard detachment at Peking, he is succeeded at Hongkong by Captain E. A. Gainsford.

A petty officer on H.M.S. *Minotaur*, named O'Neil, was reported missing on the 27th inst., and had not been seen since the 25th. His body has now been found in the Naval camber. Death was apparently due to drowning.

Before Mr. Hazeland at the Magistracy yesterday 21 Chinese were charged with using No. 1, Ng Fook Lane as an opium divan. Sergeant Adlington proved the case. The first defendant, the keeper of the divan, was fined $250, and the other men $2 each.

News was received yesterday of the interruption of the direct telegraph line between Nagasaki and Yokohama. Telegrams for Yokohama are being transmitted *viâ* Tokio, and serious delay is unavoidable. Presumably the interruption is due to storms.

We are asked to state that Messrs. S. Moutrie & Co.'s premises will be open during the forenoon to-day for the convenience of those wishing to book seats for the Theatre performances. Bookings can also be arranged at the office of the Hongkong Hotel during the day.

The twin-screw steamer *Luen Ho*, belonging to the China Navigation Company, Limited, London, has been sold to Far Eastern buyers. She is of 2,868 tons gross and 1,735 tons net register, and was built at Dunkirk in 1905, with dimensions 278.2 ft. by 42.9 ft. by 24.8 ft.

It is stated from New York that one of the largest cargoes of locomotives ever shipped from America has recently been taken out to Japan by the British steamship *Shimosa*. The locomotives, 30 in number, are of the largest type, built by the Baldwin Locomotive Works, and are intended for the Imperial Railway of Japan.

A man was riding in a ricksha in Queen's Road when his hat was snatched by another fellow. The police chased the thief and caught him, but on the way to the Police Station he cleverly executed the old trick of slipping his jacket, and made off. Other police were soon sent out, and he was eventually re-captured. At the Magistracy yesterday he was fined $10 or a month's imprisonment.

A St. Petersburg dispatch states that the measures to be brought into the newly-elected Duma at its forthcoming inauguration include a Bill against the immigration of the yellow race into the Russian Far East, similar to the laws in this respect of the United States and Australia; also against foreign colonists between the Amur River and the railway, and within a zone of 50 versts north of the Amur line.

Martin McDonald, an A.B. on the R.M.S. *Empress of India* was charged before the Marine Magistrate yesterday with disobeying the commands of the master of the vessel, Mr. A. J. Hailey. It was stated that the man refused to work on being reprimanding for being absent without leave. Defendant was ordered to forfeit two day's pay, with four weeks' hard labour, or until the ship sailed.

Extensive building operations, we understand, are shortly to be commenced in Wyndham Street. The old Phœnix Club is to be pulled down and on the site, extending from Wyndham Street to Zetland Street, a block of twenty-eight Chinese residences is to be erected. The site and the existing property were recently bought from Messrs. D. Sassoon & Co. by Mr. A. Tack. Plans for the new block have been prepared by Mr. Colbourne Little, F.R.I.B.A., under whose supervision, we understand, the houses will be erected.

THE CHEUNG CHAU PIRACY.

At the Magistracy yesterday Mr. Hazeland heard further evidence in the case in which two Chinese women and a man are charged with being concerned in the piratical attack upon Cheung Chau Island in August last.

Mr. P. M. Hodgson (Assistant Crown Solicitor) conducted the prosecution.

A coffin maker at Macao deposed that a man came to his place and ordered two coffins for adults. He engaged fokis to take them to a junk, which witness saw. The photograph produced was like the junk.

The man engaged by the previous witness to convey the coffins on board also gave evidence, and the case was adjourned.

HUGE OPIUM HAUL.

Revenue Officer Wilden proceeded against a Chinese at the Magistracy yesterday for attempting to export 2,275 taels of opium. The capture was made on the P.M. s.s. *Nile*, 525 tins being found in a locker in the store room. Defendant, it was stated, was a storekeeper, and had possession of the keys of the store. An engineer on the vessel said he did not think it possible that that quantity of opium could be taken on board without the knowledge of the store man. The opium was not entered on the ship's manifest.

Defendant was fined $500, or three months' hard labour in default.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday. Mr. D. W. Tratman (President) occupied the chair, and there were also present:—Hon. Mr. W. Chatham (Vice-President), Hon. Mr. E. A. Hewett, Colonel Irwin, Messrs. Ng Hon Tsz, Chan Kai Ming, and Dr. Clark (Principal Medical Officer).

HON. MR. HEWETT WELCOMED.

A letter was read from the Government intimating that the Hon. Mr. E. A. Hewett, who has returned to the Colony, would resume his seat on the Sanitary Board.

The PRESIDENT—I am sure all the members will agree with me when I say we are very glad to see such a distinguished member like Mr. Hewett back again.

INSPECTORS' LEAVE.

The President, in a minute, recommended the following arrangements for leave for 1913:—Inspector Reidie, 1st February, for 12 months; Inspector Watson, about 10th July, for six months; Inspector McEwen, about the 10th July, for nine months.

The PRESIDENT—That is all the business, gentlemen. I have to wish you a Happy New Year.

BUSINESS CHANGES.

With the commencement of a new year several business changes are announced in our advertisement columns.

The well-known firm of Bradley & Co., established over fifty years ago, has been converted into a private company under the style of Bradley & Co., Ltd., with Mr. T. W. Richardson of Swatow as the first governing director.

Mr. A. G. Coppin, formerly with Messrs. Bradley & Co., has left the firm to take charge of a wholesale and shipping depôt which the important firm known as the Nestlé and Anglo-Swiss Condensed Milk Co. of Cham (Switzerland) and London to-day establishes in Hongkong, with offices in the Post Office Building.

Mr. F. C. M. Hurley and Mr. E. J. de Figueiredo have been admitted partners in the firm of Hughes & Hough.

Mr. W. L. Leask, who for the past eight years has been chief assistant in the firm of Leigh & Orange, civil engineers, architects and surveyors, has been admitted to partnership.

The Japanese firm of Ataka & Co., Hongkong, importers, exporters and coal merchants, has been taken over by Messrs. Suzuki & Co. of Kobe, who will henceforth carry on the business under their own name.

Mr. John Scott Harston, solicitor, announces his retirement from the firm of Ewens & Harston and the transfer of his interests in that firm, with certain reservations, to Mr. L. N. Needham, who will carry on the business of the late firm under the style or firm name of Ewens & Needham. Mr. John Scott Harston becomes a member of the firm of Deacon, Looker & Deacon, which henceforth will be styled Deacon, Looker, Deacon & Harston.

Mr. J. Somerville Dobie has joined Mr. Frank Smyth in partnership in his business as share and general broker, which will be carried on, as heretofore, under the name of Vernon & Smyth.

THE NEW APPEAL COURT.

The following is the cause list of the newly constituted Appeal Court, which will open on Thursday:—

Kan Yang Chi *v.* Kwok Sin Lau. Appeal against a judgment delivered by His Honour Mr. Rees Davies, K.C. (Chief Justice), on the 9th November, with regard to a lease.

Li Yu Nung and Li Chung Lun *v.* Li Tse Shi. Appeal against a judgment by the Chief Justice on the 1st June, 1912.

Hung Kwai Chung *v.* Lo Sut Po. Appeal against a judgment by the Chief Justice on the 19th of October, 1912.

Hormusjee Kaikpasroo Erani *v.* Merwanji Kavasjee Sethna and Ardeshir Byramji Avasia. Appeal against a judgment by Mr. Justice Gompertz on the 28th October.

ALLEGED THEFT BY A HOUSE BOY.

A Chinese house boy was charged by Rev. Father Filastre, of Pokfulam, with stealing from a desk in his house on September 18th a sum of money amounting to $1,100.

It was stated that the boy had been employed as a servant by the priest, and was found to be missing at six o'clock in the morning. The boy sent photographs, a watch, and money to his home in Tonkin. By this the prosecutor thought he was correct to assume that the defendant was guilty of the theft of the money.

Mr. Melbourne said he had no doubt that the defendant committed the theft, but there was not sufficient evidence to convict him. On a second charge, however, of leaving his employment without notice, he would be fined $50 or three months' hard labour.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE PEACE DISCUSSIONS.

LONDON, December 31st.

Reuter's correspondent at Constantinople wires that most of the Ambassadors have advised the Porte to endeavour to come to terms with the Balkan States, the Russian Ambassador having warned Turkey of the danger of delay owing to the situation in Asia Minor having disagreeably impressed official circles in view of the agitation in the army believed to be fostered by the Committee of Union and Progress in favour of the resumption of hostilities.

The Conference again met on Monday, M. Daneff, the Turkish Delegate, presiding. The Turks said their instructions were not complete, and further reference to Constantinople would be necessary. The Conference adjourned to Wednesday. Both sides continue to be most determined regarding the question of Adrianople.

The Balkan Delegates, interviewed by Reuter, said that the Turks at the Conference announced that in the opinion of the Porte the majority of disputed questions should be submitted to the Powers, excepting the question of the Turco-Bulgarian frontier, which should be settled between Turkey and Bulgaria.

Reuter's Agency understands that the steps which the Balkan Delegates will take at the meeting of the Peace Conference on Wednesday, should the Turkish proposals again be unacceptable, will partake of the character of an ultimatum.

THE SEXTUPLE LOAN.

LONDON, December 31st.

Mr. Acland, replying in the House of Commons to a question put by Mr. Ginnell, M.P., said he was unable to give details of the arrangements between the five banks in the British section of the Six Power Group regarding the division of the profits.

Mr. Ginnell then asked what interest Russia has in the Six Power Group seeing that the Russian section is composed of non-Russian firms.

Mr. Acland replied that it is for Russia to decide whether she is satisfied that the Russian section is properly representative of Russian interests.

ULSTER AND HOME RULE.

LONDON, December 31st.

The Irish Unionists M.P.'s have written to Mr. Asquith notifying that they are bringing forward an amendment excluding Ulster from the Home Rule Bill. They say that though the exclusion will not reconcile them to the Bill and that they approve of Ulster's determination to refuse to submit to the measure proposed by the Government, they consider it their duty to do their utmost to avert the grave mischief thereby threatened. They appeal to the Liberal Party's traditions of liberty and justice for a most earnest consideration of their proposals.

Mr. Asquith, after moving a resolution distributing the seven days allotted for the Report stage of the Home Rule Bill, accepted a Unionist amendment giving the whole of Wednesday to the amendment of the Opposition excluding Ulster from the Bill.

THE FOOD TAXES.

NO MODIFICATION OF THE POLICY.

LONDON, December 31st.

A Conference of the Unionist leaders in the House of Commons yesterday considered the discussions within the Party resulting from Mr. Bonar Law's speech at Ashton-under-Lyne. A statement was subsequently issued that there would be no modification of the policy in regard to the food taxes therein enunciated, it being anticipated that it was still likely to secure the largest amount of Unionist support.

THE EMPIRE IN COUNCIL.

LONDON, December 31st.

In the House of Commons Mr. Asquith announced that Mr. Harcourt recently sent a dispatch to the Dominions with reference to the representation in the Councils of Empire. He hoped shortly to table the correspondence.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE GERMAN FOREIGN OFFICE PORTFOLIO.

LONDON, December 31st.

It is reported in Berlin that Baron von Wangenheim, Ambassador to Constantinople, is regarded as the likeliest successor of Count von Kiderlen Waechter.

Count Bernstorff, the Ambassador to Washington, Prince Linchnowsky, the Ambassador to Great Britain, and Baron Mumm von Schwarzenstein, formerly Minister to Tokyo, are also mentioned.

INDEPENDENCE OF THE PHILIPPINES.

STATEMENT BY THE U.S. PRESIDENT-ELECT.

LONDON, December 31st.

Mr. Woodrow Wilson, the President-Elect of the United States, speaking at Staunton, expressed himself in favour of the independence of the Philippine Islands at an early date.

He was asked subsequently to explain his views more fully, but declined as he was not yet prepared to disclose his plans.

AMERICAN DYMAMITE CONSPIRACY.

LONDON, December 31st.

A message from Indianopolis states that Ryan, the President of the Ironworkers' Union, who was the ringleader of the recent dynamite conspiracy in America, has been sentenced to seven years' penal servitude. Thirty-one other men received terms ranging from six years to one year. Sentences were reserved on the other cases.

VICEROY OUT OF DANGER.

LONDON, December 31st.

According to a message from Delhi, the Viceroy is now out of danger, but the wounds will take a considerable time to heal.

THE NEW BRITISH MINISTER TO JAPAN.

LONDON, December 31st.

Sir Conyingham Greene, the new British Minister to Japan, and Lady Greene sail for Japan on January 9th.

THE JAPANESE MINISTER TO GREAT BRITAIN.

LONDON, December 31st.

Sir T. Kato, the Japanese Minister to Great Britain, leaves London on January 13th for Japan, travelling *viâ* Siberia.

THE WEATHER IN ENGLAND.

LONDON, December 31st.

The rains and floods continue, and the Thames Valley has assumed alarming proportions, over a thousand acres being under water.

THE LATE COUNT KIDERLIN VON WAECHTER.

LONDON, December 31st.

Count Kiderlin Von Waechter was spending Christmas with his sister. He had been ill for some days with heart trouble.

CHINA AND SILVER.

Subjoined extracts are taken from Messrs. Samuel Montagu & Co.'s bullion circular dated November 28:—

The steadiness of the silver market is remarkable. The cash price has been quoted continuously at 29¼d. from the 22nd inst. until to-day; the cash price has not been so stationary for months. It is evident that prices have been sustained at a figure which has eliminated competition. China is not an active buyer on this side, and the Indian bazaars apparently have been satisfied with what they have acquired locally. About three-quarters of a million is being shipped to India this week by the P. and O. and British India steamers to Bombay and Calcutta respectively. The present comparatively high price of silver presses heavily upon China in regard to the financial operations of its Government. For many years it has been paying indemnity instalments in gold, costing a heavy price in silver, owing to the low sterling value of that commodity. Now its necessities force it to borrow when silver has an unusually high sterling value—in other words, when China can obtain only a comparatively poor equivalent in silver for sterling—yet, by the time the repayment of the capital sum becomes due, it is quite possible that the sterling value of silver will have fallen considerably, and thus repayment will become proportionately more onerous. The desirable reform of Chinese currency falls into two categories—unification of internal currency, and a stable exchange with gold countries. The difficulties alluded to show unmistakably that the greater the intercourse of China with western nations the more advisable is it for China to model her currency system on some sort of a gold basis.

The fact that the net balance of trade since 1905 has been £140,000,000 against China, shows the extent of the difference which has had to be settled mostly on the basis of gold.

KOWLOON DOCK BALL.

The annual ball given by the staff of the Hongkong and Whampoa Dock Company took place last night at the Kowloon Dock, and proved one of the most enjoyable social events of the season. The ball is especially popular with Scots, who like to "bring in" the New Year with considerable rejoicing, and the occasion gives opportunity for friends to meet and to exchange the greetings of the season. As usual, the staff show their hospitality by inviting as many friends as they can accommodate, and last night's gathering was as large as any that has ever assembled in the "loft" to engage in the pleasure of dancing. The occasion partakes of the nature of an "At Home," as the friends are entertained by the dock staff in the midst of their labours, and doubtless it was this sentiment which influenced the majority to decide against the proposal to hold the ball in the City Hall. One of the delights of the Dock Ball is that it involves for many an excursion over the waters of the harbour, and the beauties of the sail through a phosphorescent pathway are a fitting prelude to the joys of Terpsichore.

Beautiful as the ballroom usually is, it looked even better last night. The scheme of decoration revealed no little artistic taste, and the manner in which it was carried out was highly creditable. One side was banked with greenery, above which rose arches of evergreens, similar arches being placed on the opposite side of the hall. Curtains draped over the windows imparted an aspect of comfort to the interior, while bands of red, white and blue cloth at the top of the hall gave a fine dash of colour to the scheme. The brilliant effect was considerably enhanced by the myriads of vari-coloured electric bulbs which shone from the masses of greenery at the sides of the hall and from the festoons stretching across the ceiling. The place of honour was given to the representation of the Dock flag, which was picked out with vari-coloured lights, and to the dates "1866" and "1912," which indicated the age of this great enterprise. The band was embowered amid palms on a platform near the entrance, and the dances were indicated by electric illuminations. Much credit for the embellishment of the hall should be accorded Mr. D. Keith, who made himself responsible for this work, and Mr. F. C. Coleman, who introduced the lovely electric light effects, is also deserving of praise for the outcome of his efforts.

The supper was served in the recreation room, where a large horse-shoe table was the outstanding feature of the arrangements. The other arrangements for the comfort and entertainment of the guests was all that could be desired.

The service of launches was most adequate and by nine o'clock dancing was in full swing. The floor was in good condition, and the excellent music supplied by the band of the K.O.Y.L.I. added to the pleasure of the evening. Messrs. D. Keith and K. R. Macaskill acted as M.C.'s, and proved most assiduous in the discharge of the duties of the position. The programme, which consisted of 21 dances, embraced a good selection of Scottish dances, and it hardly needs to be said that they were gone through with great zest.

Just before midnight an adjournment was made for supper, which was served by the Station Hotel. Mr. R. M. Dyer, the general manager, presided, and was supported by Mr. R. Sutherland and Mr. S. H. Dodwell, and others interested in shipping and engineering. The toast of "The King" having been given from the chair, Mr. Richardson proposed the "Hongkong and Whampoa Dock Company," to which Mr. Dyer responded and proposed the toast of "The Guests," which was acknowledged by Mr. Bradwell. Mr. G. T. Lloyd proposed the toast of "The Ladies," and Mr. D. Keith made an appropriate reply. During supper the passing of the old year was marked by the switching of 1912 into 1913, the occasion being marked with applause and the exchange of the compliments of the season. Dancing continued until beyond two o'clock. The committee responsible for the arrangements were:—Messrs. D. A. Purvis (chairman), W. Stewart (hon. secretary), J. Smith (hon. treasurer), W. G. Browell, D. Keith, W. M. Johnston, K. R. Macaskill, W. J. Rattey, and H. H. Scott.

THE COURT CARDS.

A good house greeted the initial performance of this talented Company at the Theatre Royal last night. The preliminary notices which have appeared in these columns have been fully justified, and we have no hesitation in saying that the show put up by the Court Cards is clean, clever, and witty. There are but seven artistes, but their brilliant individual attainments amply compensate for their numerical deficiency.

Repeated encores testified to the appreciation of the audience, and during the next three nights bumper houses should gladden the hearts of the management.

A complete change of programme is announced for each evening.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, December 30th.

OPIUM.

The Police Commissioner's intention to altogether prevent the importation, selling and smoking of opium in every shape and form after to-morrow is causing a lot of discussion and indignation among opium dealers. They contend that it is not within the power of the Provincial Government to enforce this and that treaties entered into by China are by such measures being broken. At present it looks as if the Government here is determined to enforce this prohibition, and in that case it will be interesting to see how the matter is received both by the opium merchants in Canton and the British merchants in India.

A NEW RAILWAY.

It is stated that a movement is at present afoot to construct a railway called the Wai Chiu line from Pok Lo in the Wai Chow prefecture to Yau Ping in the Chiu Chow prefecture, a distance of about 275 miles. Chan Kwing Ming's name is mentioned in connection with the scheme, and it is understood that he is organising the matter. If this line is built it will not only be very convenient, for communication will be a great help toward rooting out robbers, etc., from the province, as it will enable soldiers to be moved about quickly, while the possibility of its being connected with the Kowloon and the Yuet Hon Railways is also talked about. $25,000,000 of capital is wanted, and it is proposed to issue $5 shares. The whole matter has been put before the Provincial Governor and will be submitted to the Board of Communications in Peking. More of this matter will very likely be heard within the next few days.

FIRE IN THE SAI KWAN.

A fire broke out on Saturday about mid-day in a shop in Sap Sam Po in the Western Suburbs of the City. There was a good North wind blowing, and it looked at one time as if the fire would spread to a great extent towards Shameen, but after a time it was got under control and confined to the building in which it broke out. This entire building was, however, completely destroyed. The cause of the fire is not known.

SHAMEEN.

In the Tennis Singles Championship Mr. G. Kitching plays the winner of the match between Mr. H. F. Baker and Mr. R. Comrie in the final; while in the Hong Cup the winners of the tie between Butterfield & Swire and the Electric Light Co. play the winners of T. E. Griffith and Deacon & Co.

LEAGUE CRICKET.

The following have been selected to play for the Hongkong Cricket Club "B" League team against the Hongkong Cricket Club "A" team on Saturday next, the 4th January, play to commence at 2 p.m. on the Club ground:—R. Hancock (Capt.), A. A. Claxton, S. H. Dodwell, E. A. Fowler, H. Hancock, Rev. Hastings, A. O. Lang, M. M. Maas, S. S. Moore, J. W. S. Jellie, and R. P. Thursfield.

THE BACON CURING INDUSTRY.

Mr. Loudon M. Douglas, F.R.S.E., of Edinburgh, Scotland, Technical Adviser on Bacon Curing, the Meat Industry, and Modern Dairy Practice, in a memorandum on the Bacon Curing Industry writes:—

Three years ago I issued a memorandum indicating the then unfortunate condition of the Bacon Curing Industry of the United Kingdom, and it was shown that a great opportunity existed for the development of Swine Husbandry and Bacon Curing in this country. The warning then issued was not appreciated by the agriculturists of Great Britain, but many foreign countries at once proceeded to take advantage of the situation. As a consequence, new bacon factories have since then sprung up in different countries in Europe, notably in Russia, and there has also been a very great development in bacon curing in China and the Far East; all with a view to supplying the British markets. But, notwithstanding the increase in the sources of supply, the shortage still continues and there is still the same necessity for British agriculturists to organise bacon curing establishments throughout the United Kingdom. The available figures are indeed very alarming. In comparing the two periods from January to November, 1911, and from January to November, 1912, the pig products imported into the United Kingdom were as follows:—

Period from 1/1/12 to 9/11/12.	Period from 2/1/11 to 11/11/11.
Cwts.	Cwts.
4,053,684	4,219,946
802,728	846,822
194,286	206,921

which shows a steady decline. We find also that in the United States, with its 50,000,000 pigs, there is a great shortage as against last year, in what is called the Western Packing Area, which includes Chicago. The shortage over the year as compared with the similar period a year ago amounts to 1,810,000 pigs.

That there is a future for Swine Husbandry and Bacon Curing in the United Kingdom cannot be denied, as we pay to overseas nations £25,000,000 or thereby every year for pig products, a large proportion of which could quite well be produced in this country.

TRADE REVIEW 1912.

Below we give a retrospect of the trade of the year 1911 the date of which have been gathered from authoritative cources.

EXCHANGE.

Exchange during the year showed a distinct rise owing to the projected borrowings of China, bumper harvests in India, and the forced buying of silver by the Indian Government to replenish their reserve. Exchange fluctuated during the year in sympathy with the progress of the loan negotiations, falling when the deadlock took place over the Six-Power Loan, and rising again when the Crisp loan was negotiated. In the same way when it became known that India was in the market the price of silver went up.

The following tables may be useful to many readers for purposes of reference:—

Exchange for 1912

	Highest.	Lowest.
January	1/11 15/16	1/ 0 5/8
February	2/ 0 1/16	1/11 1/2
March ...	1/11 15/16	1/10 15/16
April	2/-	1/11 7/8
May	2/ 1/16	1/11 15/16
June	2/ 0 1/8	1/11 1/2
July	2/ 0 1/16	1/1 1/16
August	2/ 0 1/8	1/11 1/2
September	2/ 0 1/8	2/ 0 1/16
October	2/ 1 1/8	2/ 0 3/8
November	2/ 0 1/8	2/ 0 3/8
December	2/1	2/ 0 1/2

Bar Silver for 1912.

	Highest	Lowest.
January	26 13/16	25 1/2
February	27 1/8	26 3/4
March	27	26 1/2
April	28	26 1/2
May	28 1/4	27 1/16
June	28 1/16	27 1/8
July	28 1/8	27 3/8
August	29 1/4	27 7/8
September ...	29 7/16	28 13/16
October	29 1/8	29
November ...	29 7/8	28 15/16
December	29 1/8	28 1/4

INDIAN YARN.

The trade for the year may be said to have been a fair average one, as compared with recent years. The year commenced with a dullish market, and a hand-to-mouth business, with occasional sagging in prices, kept dragging on until the latter part of June, when a brisk demand set in from the interior. Finding themselves without any stocks in hand to cope with the demand, the Chinese dealers were compelled to enter the market in a body, as a result of which prices rose rapidly and continued advancing throughout July and well on into the second half of August. It was during this period that the high-water mark of the year was reached, prices having then advanced $10 per bale, as compared with the low values prevailing just before the rush, while the business effected in these two months was fully one-third, if not more, of the entire business of the whole year. The total business for the year is estimated at 180,000 bales.

Appended is a comparison of values, showing that the advance above referred to has since been lost:—

31st Dec., 1911.	31st Dec., 1912.
No. 20 $140/150	$138/148
No. 10 125/132	120/130

On the whole, the year may be said to have been more profitable to the foreign importers than to the dealers. So far as the local industry under this head is concerned, a feature of the year has been the keen interest which of late is being shown by the Chinese dealers in the product of the local mill, which augurs well for the future of this Company.

PIECE GOODS, SUNDRIES, ETC.

Piece Goods.—The year just drawing to a close may be regarded in most respects as an "average" one. There have been one or two failures only amongst the native dealers in Hongkong, and a few in Canton. Dealers report that since the revolution they have continually experienced the greatest difficulty in collecting amounts due to them by their up-country and coast port customers, and consequently payments to European importers have been in many cases considerably delayed. At the moment we understand there is a much larger amount owing in this respect than in previous years. In Canton this state of affairs is particularly accentuated. Business in the early part of the year was considerably bolstered up by the war requirements of the Canton Military Authorities, but the immediate consequence was a good deal of undue speculation in cloths suitable for military purposes, for which demand is now very poor. Clearances have been fair during the year, especially in view of the disturbed state of the country generally, but there is still a goodly amount of uncleared stock in the godowns. Grey Goods have been an erratic market. During the greater part of the year there has been a very good demand for the better qualities of 10 lb. Grey Shirtings, but on the other hand the business in 8½ grey shirtings has been sadly neglected. Drills sold well during the early part of the year. White shirtings have been dealt in much as usual, but we should imagine in reduced quantities. The latest figures from Home show that the 1912 imports into Hongkong up to end of October of greys and whites are about the same as for the corresponding period in 1911. Dyed and coloured cottons are 10 per cent. less than 1911, and imports of printed cottons are down by 25 per cent. compared with 1911. Native dealers report that the year has been generally unprofitable, many goods having proved unsaleable except at heavy sacrifice. The trade in woollens has been fair. Those Chinese who formerly wore long coats of worsted diagonals are now sporting European clothes, and with the exception of a certain amount of rubbish ordered by some dealers at the height of the European clothing boom, good are going into consumption fairly well.

Sundries.—Under this heading excellent business and enquiry was enjoyed during the first half of the year, but since that time the miscellaneous trade has been extremely dull. The demand for European articles of clothing caused in many cases excessive speculation, and dealers are still suffering from the effects of this. Hats and caps were in good demand, but the general trade in Lama braid, soap, dyes, Birmingham and German wares, etc., etc., went on much as usual. Leather business has been good all through the year, and the imports have greatly increased on account of the demand for European style boots and shoes. The Japanese are cutting more and more into the sundries trade and many of their productions are very creditable indeed, price considered. A feature of this trade is the apparent success of the big departmental stores here and in Canton. These are rapidly increasing in number, and they constitute a useful medium, in that they create a demand for European articles and luxuries which the Chinese have hitherto not understood the use of.

SILK.

During the first two months of the year under review business remained restricted and prices declined, whilst exchange rose gradually until the T.T. rate on February 13th reached 2/-. Upon exchange declining, the Chinese put up their rates, owing to an improved demand after a long period of quietness, and March became one of the most active months of the year. Stocks declining rapidly and the Chinese being desirous to realise, low rates were accepted, especially for 11/13 deniers, which were obtainable at about the same price as 13/15 deniers. The prospects of an advance in exchange induced some Chinese speculators early in April to sell new season's silk at about $25 below the rates obtainable for silk of sixth crop, and since the beginning of the season, the date for which has been unanimously adopted as the 1st May, first cost prices have remained fairly steady with but small fluctuations. Owing to the continual rise in rates of exchange, the many attempts of the Chinese to obtain higher rates have been in vain. The consumption from May to September in long reels for Europe was quite good, but the troubles in the Balkans hampered the regular demand. The uneasiness and uncertainty prevailing in America owing to the Presidential Elections interfered with business to a great extent. Short reels for America were neglected from April till September, but encouraged by the demand setting in in October, the filature owners decided to spin short reels for the United States in the hope that the market would improve after the Election. Their hopes have, however, not been realised, as stocks have increased during the last four months and prices have fallen considerably during the last few weeks of the year. Present stocks amount to 6,000 bales. The exports during 1912 amount to 29,200 bales for Europe and 13,400 bales for America, as against 27,830 bales for Europe and 14,800 bales for America during the preceding year.

CASSIA.

This commodity during the period under review has been handled more than ever on a speculative basis on the part of Chinese dealers as well as foreign firms, and trade on the whole apparently has been anything but a profitable one. A number of more or less reliable new dealers have entered the field and inter-Chinese gambling has been going on on a large scale. Prices were fairly well maintained during the earlier part of the year, but dropped down in May, June and July and by October and November reached an almost unprecedented low level. This heavy decline—selected Cassia in cases dropped from $18 to $14 and selected broken Cassia in bales from $16 to $10.50 per picul—is no doubt due to a great extent to inter-Chinese speculation and partly also to monetary difficulties of some dealers here and of the holders in the interior, large stocks having been held up by them. The quality leaves still much to be desired, and the quills as they arrive from the country are dark coloured and badly or not at all scraped. The standard of selected broken Cassia has also been lowered considerably. A disappointing feature of this year's business has been the very heavy and frequent thefts of cassia buds and also of selected cassia, committed either on board the river steamers or during transit in Hongkong. It has so far been impossible to get hold of the gang of thieves, but the general opinion is that the pilferage takes place in the cargo boats in Hongkong. The attention of the Hongkong Chamber of Commerce has been drawn to this state of affairs and strong measures should be taken by the Hongkong authorities to put a stop to it. These pilferages are also extended to other valuable goods, such as waste silk, human hair, silks, extra long bristles, etc., and are causing shippers serious loss and annoyance.

The total exports during the year amount to approximately 75,000 cases of whole cassia and 60,000 bales of broken cassia.

MATTING.

Trade in this commodity has been fairly satisfactory. Whereas exports of matting to the U.S.A. have decreased and approximately amounted to only 200,000 rolls, the export of mats and matting to Europe has increased and amounts to about 100,000 rolls. Prices have run rather low, and have left manufacturers with little or no profit. Delays in shipping the contracts were of frequent occurrence owing to monetary and labour troubles in the producing districts. The straw crop having yielded more coarse than fine straw, the latter is rather scarce, in consequence of which the superior qualities, f.i. 116 wps., turn out coarse and can hardly stand comparison with those of previous years. Also long straw is scarce owing to increased demand for matting carpets of larger sizes.

METALS.

The past year has been a period of constantly advancing prices, brought about partly through labour troubles and advanced transport rates, but also through a genuine demand for consumption, which filled the order books of the works many months ahead. Local operators felt for some time reluctant to fill their requirements at rates which were considerably higher than what they were accustomed to pay in former years, but after a little while the more important dealers realized the trend of events in the producing centres and a very important business took place. The steadily advancing prices allowed the buyers to reap the full benefit of their ventures and, generally speaking, the more enterprising dealers and importers have every reason to be satisfied with the business transacted.

Nominal quotations for the more important articles compare as follows:—

	31/12/11. £ s. d.	31/12/12. £ s. d.
Silver	25 1/2	25/- 25/32
Quicksilver ...	8 2 6	7 5 6
Nailrods	6 15 0	7 15 0
Lead	16 17 6	19 15 0
Copper	63 1 3	76 2 6
Tin	205 0 0	227 10 0
Yellow metal..	6 1/2	8

KEROSINE.

Prices in South China have been low in comparison with previous years, undoubtedly due to the severe competition between the two importing companies, and also to an extent to the high exchange prevailing. During the last three months there has, however, been a small advance, which can be accounted for in the enormous increase in freight rates in the United States, which are now about 70 per cent. higher than a year ago, with prospects of still further advances in freights. The consumption of oil is about the same as during 1911, but about 20 per cent. less than 1910, which was the largest year. Notwithstanding the reduced buying power of the natives consequent upon the unsettled conditions in the interior, the first six months of 1912 compared very favourably with a similar period of 1911, but the last six months have not been up to expectations, and this is undoubtedly due to the stringency of the money market in the interior, and the difficulty of transportation by means of native junks on account of piracy, etc. The forcing of unredeemable paper money upon dealers in the Canton territory has seriously affected the kerosine trade. Should conditions improve it is anticipated the year 1913 will show an improvement of 25/40 per cent. over 1912.

FLOUR.

The imports of American flour to Hongkong for the year 1912 have been the largest on record, amounting to 5,694,554 bags valued roughly at $12 million dollars Hongkong currency. The imports from Australia amounted to 28,400 bags valued at $61,000. These totals give a grand aggregate of 5,722,954 bags, the total valuation of which is estimated at $12,061,000. A comparison with previous years shows that in 1903 5,517,884 bags were imported, but from that year the quantities varied and were much lower until in 1911, when a record was established, the figures reaching 5,526,314 bags, this record being eclipsed by the 1912 imports by 196,640 bags. Compared with 1910 the increase during 1912 is, of course, much greater, being represented by 2,800,000 bags. The prices in Hongkong have fluctuated during the year from $1.90 per bag to $2.25, and heavy losses to the importers have been the rule all through the year. Early in 1912, with the prospects of larger requirements on the settlement of the troubles in China, dealers bought heavily and many speculators came into the market, but several of them were overtaken by disaster as they were unable to take delivery of the large lots which had been contracted for. This compelled importers to carry during the long hot summer excessive stocks which have only lately been moved out of godown at an average of at least 20 per cent. below cost. Imports during the last few months have again been quite large, and the godowns are now well filled, but the demand is not particularly brisk. Some record cargoes have arrived in the year under review and have taxed the capacity of the port to handle them. Indeed, it is doubtful if any port in the world could have surpassed the achievement of Hongkong in doing so. To handle the cargo that arrived on the s.s. *Minnesota* amounting to over 500,000 bags of flour in one bottom, to discharge into lighters, and from lighters to godowns in 7½ days, only working day time, is a performance of which Hongkong may justly be proud, especially when it is remembered that it took fourteen days to load the cargo into the same ship at Seattle. The crops in North China are reported this year to be favourable, so that they are not likely to call on us at this end for much

(Continued on page 5.)

INTIMATIONS

DIXON'S DOUBLE DIAMOND PORT.

"Try it for yourself. It is as delightful to the taste as it is beneficial to health."

SOLE AGENTS:

H. RUTTONJEE & SON,

Wine and Spirit Merchants.

133

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS, CHATER ROAD.

CHRONOMETER-MAKERS, WATCHMAKERS. JEWELLERS AND OPTICIANS

FINE DIAMOND JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS GOLD AND SILVER WATCHES.

GOLD AND SILVER BRACELET WATCHES.

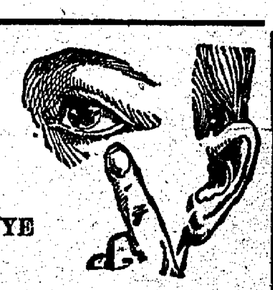
ENGLISH MOUNTED CHINESE JADE JEWELLERY

MAPPIN & WEBB'S

SILVERWARE, CUTLERY and PRINCES PLATE.

41

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

CLARK & Co. SCIENTIFIC OPTICIANS YORK BLDGS. CHATER RD HONGKONG

48

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE.

THE NESTLÉ AND ANGLO-SWISS CONDENSED MILK COMPANY,

CHAM (Switzerland) and LONDON,

BEG to announce that they have This Day Established in Hongkong a WHOLESALE and SHIPPING DEPOT under the Management of MR. ALAN GRIFFITHS COPPIN, who holds the Company's Power of Attorney for Hongkong and China.

The Hongkong Office is situated on Third Floor of General Post Office Buildings.

Telephone No. 1373.
Codes: A.B.C. 5th and Western Union.
Cable Address: Nestanglo Hongkong.

THE NESTLÉ AND ANGLO-SWISS CONDENSED MILK COMPANY are the Proprietors of:—

MILKMAID { Condensed Milk. Sterilized Natural Milk. Evaporated Cream. Coffee and Milk. Cocoa and Milk. Chocolate and Milk.

NESTLÉ'S { Condensed Milk. Milk Food for Infants and Invalids. Cocoa. Chocolate. Bonbons.

PETER'S MILK CHOCOLATE.
KOHLER'S CHOCOLATE.
CAILLER'S CHOCOLATE.

Hongkong, 1st January, 1913. [135

NOTICE.

WE HAVE from This Date CEASED to Act as the GENERAL REPRESENTATIVES at this Port for Messrs. THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO., and no longer hold their Power of Attorney.

Mr. ALAN GRIFFITHS COPPIN, having severed his connection with our Firm, no longer holds our Power of Attorney.

BRADLEY & Co.

WE HAVE to Advise that our Business has from This Day been converted into a Private Company under the style of BRADLEY AND COMPANY, LIMITED. Our Senior, Mr. THOMAS WILLIAM RICHARDSON, will be the first Governing Director.

BRADLEY & Co.

Swatow, Hongkong and Shanghai, 31st December, 1912.

WE HAVE This Day taken over the Business of BRADLEY & Co.

BRADLEY & Co., LTD.

Swatow, Hongkong and Shanghai, 1st January, 1913 [136

BEKANNTMACHUNG.

IM hiesigen Handelsregister ist unter No. 1 zu der Firma LAUTS & HAESLOOP heute folgendes eingetragen worden:

Die Prokura des RUDOLF TIEFERMANN ist erloschen.

Der KAUFMANN RUDOLF TIEFERMANN ist am 1. Januar 1913 als persoenlich haftender Gesellschafter in die Gesellschaft eingetreten.

KAISERLICH DEUTSCHES KONSULAT.

Swatau, den 1. Januar 1913. [137

NOTICE.

NOTICE IS HEREBY GIVEN that MR. JOHN SOMERVILLE DOBIE has joined me in Partnership in My Business of a SHARE AND GENERAL BROKER as from the 1st January, 1913, which Business will, as heretofore, be carried on under the name of VERNON & SMYTH.

FRANK SMYTH.

Dated the 31st December, 1912. [140

NOTICE.

MR. WILLIAM LAUGHTON LEASK has This Day been admitted as a Partner in our Firm.

LEIGH & ORANGE,
Civil Engineers, Architects and Surveyors.

Hongkong, 1st January, 1913. [141

NOTICE OF PARTNERSHIP.

THIS is to Give Notice that MR. FREDERICK CHARLES MASON HURLEY and MR. EDUARDO JOSE DE FIGUEIREDO have been admitted Partners in our Firm from This Date.

HUGHES & HOUGH.

Hongkong, 1st January, 1913. [142

NOTICE.

THE Interest and Responsibility of the Late JOHN GREGORY CEASED as from the 31st December, 1908, and that of the Late CHANG FEE SHUN on the 31st December, 1912.

HIMLY & Co.

Hongkong, 1st January, 1913. [144

NEW ADVERTISEMENTS

NOTICE.

WE HAVE admitted MR. JOHN SCOTT HARSTON a Partner in our Firm, which, as from This Date, will be carried on under the name of DEACON, LOOKER, DEACON & HARSTON.

DEACON, LOOKER & DEACON.

Hongkong, 1st January, 1913. [138

NOTICE.

MR. JOHN SCOTT HARSTON has This Day Retired from the Firm of EWENS & HARSTON, hitherto practising and carrying on Business as Solicitors and Notaries Public at Alexandra Building, Des Vœux Road Central, Victoria, Hongkong, and, as on and from the undermentioned date, the whole of the Interest, Responsibility and Liability of the said JOHN SCOTT HARSTON as a Member of the late firm of EWENS & HARSTON has absolutely Ceased and Determined save and except to the extent of the Interest, Responsibility and Liability of the said JOHN SCOTT HARSTON in respect of the profits and the losses (if any) of the said Firm of EWENS & HARSTON in regard to work done by the said Firm of EWENS & HARSTON prior to the undermentioned date.

The said JOHN SCOTT HARSTON will as on and from the 1st day of January, 1913, become a Member of the Firm of DEACON LOOKER & DEACON (which will thenceforth be styled "DEACON, LOOKER, DEACON & HARSTON") and will practise and carry on Business at the same address as that at which the said Firm of DEACON, LOOKER & DEACON has hitherto carried on Business, viz., No. 1, Des Vœux Road Central, Victoria, Hongkong.

The Business of the late Firm of EWENS & HARSTON will as on and from the 1st day of January, 1913, be continued and carried on by LEONARD RONALD NEEDHAM (to whom the said JOHN SCOTT HARSTON has—except for the purpose of Winding up the Business of the late Firm of EWENS & HARSTON—assigned all his rights and liability in regard to the use of the name "EWENS") under the style or Firm of "EWENS & NEEDHAM" at the address where the Business of the said Firm of EWENS & HARSTON has hitherto been carried on, namely, Alexandra Building, Des Vœux Road Central, Victoria, Hongkong.

The said JOHN SCOTT HARSTON upon his Retirement from the Firm of EWENS & HARSTON, by arrangement made between himself and the said LEONARD RONALD NEEDHAM, expressly reserved the sole right to act for such of the clients of the said Firm of EWENS & HARSTON as are specified in the Schedule to a certain Indenture bearing date the 31st day of December, 1912, and made between the said JOHN SCOTT HARSTON and the said LEONARD RONALD NEEDHAM and also to act for and on behalf of such other Clients of the said Firm of EWENS & HARSTON as might choose to employ the said JOHN SCOTT HARSTON or the said Firm of DEACON, LOOKER, DEACON & HARSTON for the purpose.

(Signed) J. SCOTT HARSTON,
(Signed) L. RONALD NEEDHAM.

Dated this 31st day of December, 1912. [139

NOTICE.

THE Business of the Firm of ATAKA & Co., in Hongkong having been acquired by MESSRS. SUZUKI & Co. of Kobe, such Business will henceforth be carried on under the style of

SUZUKI & Co.,

at the same Premises, and under the same Management in Hongkong, as heretofore. All Engagements made by the Firm of ATAKA & Co. will be fulfilled by the new Firm of SUZUKI & Co.

TEIZO YAMADA,
Manager.

Hongkong, 1st January 1913 143

KOWLOON-CANTON RAILWAY (BRITISH SECTION).

IT IS HEREBY NOTIFIED that commencing on SATURDAY, January 4th, 1913, and each succeeding SATURDAY until further Notice the "Tiffin Train" will leave KOWLOON at 1.45 P.M. instead of 1.25 P.M. as at present advertised.

The Train advertised to leave SHAM CHUN at 2.38 P.M. on SATURDAYS only will leave at 3.07 P.M. and arrive KOWLOON at 4.10 P.M.

By Order,

H. P. WINSLOW,
Manager.

Kowloon, 30th December, 1912. [145

WANTED.

ONE LARGE or TWO SMALL FURNISHED ROOMS on the PEAK or Higher Levels.

Apply—
"SCENIC,"
Care of "Daily Press" Office.

Hongkong, 11th December, 1912.

WANTED IMMEDIATELY.

BY German Firm, perfect BOOKKEEPER (German), with experience in the East and A1 references. Good Salary.

Apply— "BOOKKEEPER,"
Care of "Daily Press" Office.

Hongkong, 14th December, 1912. [1414

NOTICE.

THE USUAL CHILDREN'S SPORTS will be held at the Kowloon Cricket Club on NEW YEAR'S DAY, starting at 2 o'clock.

THE SECRETARY,
Kowloon Cricket Club.

Hongkong, 31st December, 1912. [1468

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Smal quantities handled and specially low rates quoted for large quantities

423

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850).

HIGH-CLASS GENT.'S

TAILORING

NEW MATERIALS FOR THE SEASON.

SCOTCH TWEEDS
SERGES, HOMESPUNS.

ETC., ETC.

MODERATE PRICES.

BEST WORKMANSHIP

LATEST STYLES

A CORRECT FIT.

READY TO WEAR

BURBERRY RAINCOATS.
JAEGER WAISTCOATS.
WALK-OVER BOOTS and SHOES.

LANE, CRAWFORD & CO.

[46

INTIMATIONS

NEW YEAR HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (WEDNESDAY), the 1st January, 1913.

Hongkong, 21st December, 1912. [1441

G R.

PUBLIC WORKS DEPARTMENT.

THE following particulars of letting by TENDER of CERTAIN GRANITE QUARRIES in the Island of HONGKONG and NEW TERRITORIES are published.

SEALED TENDERS, which should be clearly marked "TENDER FOR QUARRIES," will be received at the Colonial Secretary's Office until NOON of MONDAY, the 6th January, 1913.

Tenders must be in form which will be supplied by the Director of Public Works upon deposit of a sum of $10.

The Government does not bind itself to accept the highest or any Tender.

Particulars and conditions of the letting by tender by order of HIS EXCELLENCY THE GOVERNOR of the following Lots of CROWN LAND in HONGKONG, KOWLOON and NEW TERRITORIES, for the purpose of Quarrying Granite for a period extending from the 15th January to 31st December, 1913.

PARTICULARS OF THE LOTS.

Quarry Lot No.	Locality.	Contents in Acres.
1, 2, 3, and 4.	Ngau Shi Wan.	12.39
5.	Tsat Tsz Mui.	27.33
6.	Hok Un.	8.44
7.	Ma Ti.	1.05
9.	Jordan Road.	5.50
10.	Yaumati.	2.98
11.	Fuk Tsun Heung.	4.29
12.	Ngau Tau Hok.	2.00
A.		
C.		

[1458

SOCIETE DES PULPES ET PAPETERIES DU TONKIN.

NOTICE OF MEETING.

SHAREHOLDERS of the above Société are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Offices of the Company, No. 21, rue Jules Ferry, Haiphong, on SATURDAY, the 18th January, 1913.

By Order of the Board,

T. F. HOUGH,
Director.

Hongkong, 24th December, 1912. [1456

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House by the sea. Recreations:—Sea Bathing, Boating, Cricket, Football, etc.

For terms apply to the Headmaster,

HERBERT L. BEER, L.C.P.

1085]

CHEAP SALE.

WE Beg to offer our Stock of GOLD and SILVERWARES, SILK GRASS-CLOTH, etc., at a Great Reduction Sale.

Do not Miss this opportunity.
Inspection cordially invited.

ON WO & Co.,
No. 37, Queen's Road Central.

Hongkong, 25th November, 1912. [1360

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital .....Yen 10,000,000
Capital Subscribed (paid up) ...Yen 6,250,000
Reserve Fund .....Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Amping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE:
3, DES VŒUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911 [1279

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balance $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB,
Chief Manager

Hongkong, 1st July, 1911. [19

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE 36, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

CAPITAL AND SURPLUS ... $7,060,000 equal £1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over th World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 2nd November, 1912. [1248

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED ,, ...	1,125,000
PAID UP ,, ...	562,000
RESERVE FUND	365,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:

Bombay.	Kandy.
Calcutta.	Galle.
Howrah.	Singapore.
Delhi.	Penang.
Madras.	Kota Bahru, Kelantan.
Karachi.	Kuala Lumpur, F.M.S.
Rangoon.	Hongkong.
Colombo.	Shanghai.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., LTD.

BANKERS:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.

Hongkong, 7th September, 1912 [909

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL	...£1,200,000
RESERVE FUND...	...£1,650,000
RESERVE LIABILITY OF PROPRIETORS	...£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, 12th April, 1912. [133

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital	Fl. 15,000,000 (£1,250,000)
Paid up Capital	Fl. 14,905,350 (£1,242,112)
Reserve Fund	Fl. 5,022,161,27 (£418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4% per annum.
6 do. 3½% do.
3 do. 3% do.

E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Vœux Road Central.

Hongkong, 7th August, 1912. [21

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL.....Yen	48,000,000
PAID-UP CAPITAL.....Yen	30,000,000
RESERVE FUND.....Yen	17,850,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

Antung-Hsien	Liao-Yang	Ryojun (Port Arthur)
Bombay	London	San Francisco
Calcutta	Lyons	Shanghai
Changchun	Nagasaki	Tiehling
Dairen (Dalny)	Newchwang	Tientsin
Fengtien (Mukden)	New York	Tokyo
Hankow	Osaka	
Harbin	Peking	
Honolulu		
Kobe		

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,
Manager.

Hongkong, 13th November, 1912. [443

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$15,000,000
RESERVE FUNDS:—	
STERLING £1,500,000 at 2/—	$15,000,000
SILVER	$17,000,000
	$32,000,000
RESERVE LIABILITY OF PROP'TORS	$15,000,000

COURT OF DIRECTORS.
E. SHELLIM, Esq.—Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.

S. H. Dodwell, Esq.	W. L. Pattenden, Esq.
G. Friesland, Esq.	J. A. Plummer, Esq.
C. S. Gubbay, Esq.	Hon. Mr. C. H. Ross.
G. R. Laurels, Esq.	H. A. Siebs, Esq.
F. Lieb, Esq.	

CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB,
Chief Manager.

Hongkong, 28th November, 1912. [18

ENTERTAINMENTS

THEATRE ROYAL.

UNDER the Distinguished Patronage of H.E. THE GOVERNOR, SIR HENRY MAY, K.C.M.G.

A MUSICAL TREAT!

TO-NIGHT! TO-NIGHT!
WEDNESDAY, JAN. 1ST,
and Two following Nights,
MR. EDGAR WARWICK
PRESENTS
THE
COURT CARDS.
and their Joker.

INSTANTANEOUS SUCCESS.
EVERY ITEM ENCORED.

COMPLETE CHANGE OF PROGRAMME NIGHTLY.

Commence 9.15 P.M.

Plan can be seen all To-day at the Theatre. Late Cars for the Peak.

PHIL CARLTON,
Manager.

Hongkong, 1st January, 1913. [1467

THEATRE ROYAL.

CITY HALL.

SATURDAY, 4TH JANUARY, 1913, AT 9.15 P.M.

UNDER the Distinguished Patronage of H.E. THE GOVERNOR, SIR HENRY MAY, K.C.M.G., and LADY MAY.

CONCERT

by the Famous Russian Baritone
EUGENE OSSIPOFF,
from the Grand Opera at Moscow.

Kindly Assisted by
MRS. F. J. HUNTER,
MRS. W. GASK,
MR. S. H. DODWELL,
MAJOR F. H. HUNTER,
MR. GEORGE LAMMERT,
MR. EMIL DANENBERG.

ADMISSION.....$3.00

Booking at ROBINSON'S.

Hongkong, 30th December, 1912. [1466

THEATRE ROYAL.

RETURN VISIT OF THE EMINENT ACTOR

ALLAN WILKIE

AND FULL LONDON CO.

INCLUDING
THE TALENTED ACTRESS,
MISS FREDISWYDE HUNTER-WATTS.

MONDAY, 6TH JAN.:—
A BUNCH OF VIOLETS.

TUESDAY, 7TH JAN.:—
DAVID GARRICK.

WEDNESDAY, 8TH JAN.:—
CANDIDA.

THURSDAY, 9TH JAN.:—
THE LIARS.

FRIDAY, 10TH JAN.:—
MRS. WARREN'S PROFESSION.

SATURDAY, 11TH JAN.:—
MATINEE at 3 P.M.—
TWELFTH NIGHT.
EVENING—
SCHOOL FOR SCANDAL.

MONDAY, 13TH JAN.:—
SALOME.

TUESDAY, 14TH JAN.:—
TAMING OF THE SHREW.

WEDNESDAY, 15TH JAN.:—
SECOND MRS. TANQUERAY.

THURSDAY, 16TH JAN.:—
THE CARDINAL.

FRIDAY, 17TH JAN.:—
LADY WINDERMERE'S FAN.

Curtain at 9.15 P.M.

PRICES: $3.50, $2 and $1.

Booking at MOUTRIE'S.

Hongkong, 30th December, 1912. [1451

BIJOU

9.15 P.M.—PROGRAMME—9.15 P.M.

THE WORLD'S NEWS IN PICTURES;
PORTSMOUTH—Launch of the "Iron Duke"—The World's Greatest Warship.
LONDON—The Sculling Championship—Barry v. Durnau.
BRIGHTON—Unveiling the Memorial to Edward, The Peacemaker.
PARIS—Fashions only Three Weeks Old—A fur-trimmed Gown at Longchamps Races.
WAR IN THE BALKANS.
The Kings involved and their Armies.

DRAMA: THE SMUGGLER'S DAUGHTER.
Acrobat: The Last of The Sword-Swallowers.
THREE STAR COMICS
and
Mesdames GLADYS SPENCER, ADA ROWLEY, and DOLLY SWIFT, in New Songs and Dances.

7.15 P.M.—PICTURES ONLY—7.15 P.M.

Hongkong, 1st January, 1913. [61

Kerr Palmer & Co
the Wine Merchants of the East

NAPIER - -
JOHNSTONE'S

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TRADE REVIEW 1912.

(Continued from page 3.)

flour; notwithstanding this fact the mills in Shanghai have been unable to make their year advantageous. The damp wheat has been against their products, and the heavy stocks carried over in Shanghai from last season made the trade extremely hard to handle, and kept prices considerably below the cost of import. Even now Shanghai has stocks of flour that have been in store for nine months owing to the natives being unable to fulfil their contracts. To some extent this has interfered with the trade of Hongkong, as in order to obtain an outlet for their excessive stocks Shanghai had to come south, part of the stock being disposed of in Canton. The same applies to Tientsin, where very heavy stocks are being carried for nearly a year, showing enormous losses to the holders. Looking forward to 1913, the prospects for a big trade are not so rosy. The excessive freights from the Pacific coast (having been nearly doubled) add so much to the cost of the flour, and to this the masses in China are slow to reconcile themselves. Hence it has been extremely difficult to hold the trade together. Had the freights been normal, with the low price of flour on the Pacific coast, the business for 1913 would no doubt have been equal to 1912, for it is a well-known fact that China is a consumer of cheap food. For the past year Hongkong has practically regained its old markets, from Foochow in the North to Burmah in the South. Australia has not been able to hold its own in China, although in Java, which at one time was a very large buyer from Hongkong, most of the supplies have been drawn from Australia. There is no doubt the shortage of rice in the South has had some effect on the consumption of flour, and with the prospects of good rice crops in Indo-China and Siam there will be some slackening off in the demand from these places.

INDIAN OPIUM.

Considerable fluctuations in values were witnessed this year, for the major portion of which, however, a downward trend was most noticeable. In the first instance, the Revolution materially hampered business generally and rates as a consequence gradually declined to the low figures of $2,965 for Patna. With cessation of hostilities and the desired establishment of a Republic, bright hopes were at length entertained of improved trade conditions and prices rapidly appreciated upwards of $1,200 per chest. However, as the year progressed it soon became apparent that the new Chinese officials were determined to harass foreign Opium to the utmost, and simultaneously the production of the native poppy increased in several provinces, which fact is of vast importance. These causes contributed to a retrograde movement, traders having ever since laboured under a drooping market, except for a temporary reactionary spurt in July which was shortly lost; and market is at present entirely closed and no reliable quotations can be given. The extraordinarily unfair and disconcerting conditions experienced have eventually proved intolerable. Burning of foreign drug, certified by treaties as entitled to unrestricted entrance into China, took place in the Province of Anhui under official instructions; and more recently at Hankow, under compulsion, foreign opium was returned to Shanghai. To cap matters presidential mandates have been issued rendering smoking a criminal offence, inflicting severe penalties for disobedience and ordering entire abolition of the trade with the year just concluded. Flagrant violations of treaty rights have everywhere been committed by Chinese responsible authorities, in consequence of which legitimate merchants are confronted with enormous losses. Also extensive smuggling of uncertified Opium from Macao has been indulged in, due to offerings at auctions by the Indian Government of quantities greatly exceeding requirements of places outside China at prices about one-third that of certificated Opium, and besides evading the duty. The question is now under consideration of the authorities concerned. The Indian Government sold during the year 6,700 chests Bengal and 14,560 chests Malwa for shipment to China.

Persian.—This drug has also experienced violent fluctuations and it is now limited to the Formosa market with the exception of a few chests being now and then smuggled into China.

RICE.

The demand for rice at the beginning of the year was very little, but during the summer months there was a very extensive demand from the outlying countries, and particularly from Japan. The new crops are now again in the market, and as the Japanese new crop shows a substantial deficiency, there is every indication that there will be still further shipments from Hongkong going that way. It is yet too early to foreshadow the condition of the Saigon crops, but the prospects for all new crops appear to be favourable. The single exception is the Kwangtung crop, which has been a rank failure this season.

TONNAGE.

At the opening of the year business was chiefly represented by coal fixtures, and remained restricted owing to prompt tonnage being all practically occupied. As far as the Southern rice ports were concerned business was dragging, but better conditions prevailed in the North. By April an improvement became apparent, and there was a better feeling all round as "liners" in the North had sufficient employment in their own sphere to prevent them from joining in the competition for the Southern business. The improvement lasted for some little time, but by the middle of May very little chartering was being reported, and the market remained dull. There was very little enquiry for tonnage from Saigon to Hongkong, and only a moderate demand from Saigon to the Philippines. The scarcity of tonnage restricted trade in the South, but in the North exceptionally good business was reported. Towards September the market became firm all round, and in some cases the highest rates known for some time were secured. Towards the close of the year, although chartering had not been conducted upon a very extensive scale, the rates had been fairly well maintained.

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LORD ROSEBERY AND THE TERRITORIAL FORCE.

LORD ROBERTS' WARNINGS.

Lord Rosebery recently opened a new Territorial Hall which has been erected by the War Office at Bathgate, Linlithgow, at a cost of about £21,500, for the use of D Company, 10th (Cyclist) Battalion the Royal Scots (Lothian Regiment).

Lord Rosebery said we were at this moment in the midst of a tremendous duel on the subject of the military efficiency of the Territorial Army—he was far too canny a Scot to attempt to interfere. (Laughter.) He meant the polemic duel between Lord Haldane and Lord Roberts, the great law lord and the great war lord. Both contestants saw some deficiency in the other. The law lord thought that an infusion of statesmanship—in which, he rather hinted, Lord Roberts was deficient—was required in the head of our forces. On the other hand, Lord Roberts appeared to think that some military experience was not wholly useless to the head of our forces, and in that he thought that Lord Haldane was somewhat defective. (Laughter.) As regards the main point, Lord Haldane had clearly the best of it because his scheme, worked out with great carl, was supported by the Government, a vast majority in the House of Commons, and by the silent endorsement of the National Defence Committee; and when the vast majority of the House of Commons and the Government of the day supported a scheme there was not much use wasting breath in critizing it or endeavouring to remove it. Lord Roberts found considerable fault with the Territorial Army. The deficiency in numbers, both on the roll and at camp, was admitted. He found defects in equipment which were also admitted; he found on the admission of the authorities themselves that six months' training would be required after mobilization before the Territorial Army could take the field; and that, in these days of rapid campaigns, made the unfortunate citizen think a good deal. Lord Roberts, however, approved of the scheme of the Territorial Army and only said there were not enough men in it, and that again was admitted. But Lord Roberts' remedy was extremely drastic. It was to compel all the youth of the nation to pass into and through the Territorial Army. Lord Roberts expatiated, and he (Lord Rosebery) thought with justice, on the great moral and physical effect that such training would have on our youths. (Hear, hear.) He also felt that those who were in the Territorial Army were hearing a burden which ought to be borne by all (hear, hear), and Lord Roberts might add, he presumed, that if his plan were adopted we should be free from those enervating panics which so constantly swept over this country. We might fairly urge that it should be the duty, by the common law of this country, of every able-bodied man to stand forth in the defence of the Realm when attacked. All these powerful arguments Lord Roberts could adduce. On the other hand, the late Secretary of State said that such an army would be very expensive and would give us an army that we did not want and which would not serve our purpose.

Lord Rosebery's main conclusion from it all was that he should hope that if the facts alleged were true the Expeditionary Force, as it was called, would make no expeditions outside this island until we were quite sure that the Territorial Army had received sufficient training to defend it. (Hear, hear.) He appreciated both the leaders on each side in their controversy. Lord Haldane had for six or seven years given an amount of energy, ability, and attention to his duties which he thought no War Secretary perhaps had ever done before. (Hear, hear.) As for Lord Roberts, his name spoke for itself. He knew no more pathetic or touching spectacle than this old hero, full of years and honour, giving up his last years of life to urge on his country what he believed to be alarming facts with regard to its military organization—a task onerous and unpopular, but from which he did not shrink. (Hear, hear.) He believed that history, when it came to sum up this time, would regard it as one of the most astonishing facts in our record and our generation, that we should have turned a heedless and inattentive ear to the warnings—he would not say the remedies, because that was outside his argument—full of weight and full of experience, of the greatest soldier we were privileged to possess. (Cheers.)

WEATHER REPORT.

On the 31st at 10.25 a.m.—Pressure has increased moderately over China, and is nearly stationary over the southern districts.

No returns from Japan.

Fresh to strong monsoon is indicated along the E. coast of China to the south of Shanghai, and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST.
• Hongkong & Neighbourhood	
Formosa Channel	Northerly gale.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan..	N.E. winds, moderate.

• N. winds, moderate to fresh; fair.

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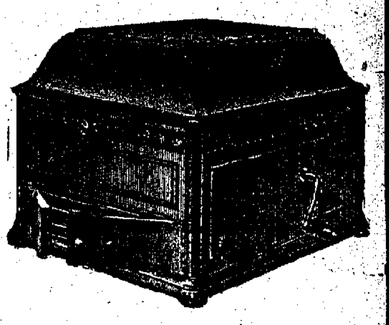

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THE MONGOLIAN QUESTION.

CHINESE RIGHTS AND RUSSIAN POLICY.

[BY "THE TIMES" CORRESPONDENT.]

PEKING, November 15th.

The British memorandum on the subject of Tibet, addressed to the Chinese Government at the end of August, raised a storm of protest in the Chinese Press. These ebullitions were repeated when the British Government notified its disapproval of the Crisp loan in London, and Sir John Jordan made representations on the subject to the President in Peking. British action in these two respects created marked resentment, which still smoulders, but which has not found further expression, probably because of the underlying faith in the sincerity of the British people and the general belief in the good intentions of their Government. But Russia can boast no such place in Chinese regard. All her doings give rise to suspicion, and even the Russian aviator who electrified Peking the other day by brilliant flights in a monoplane has been charged with spying out the land. The Russian agreement with Mongolia, therefore, falls like a spark upon gun-powder. Every politician in the capital has arisen in anger at the despoilment. Impotent against Russia, they vent their feelings in violent attacks upon their own Government, which is denounced as lukewarm in the cause of national honour and incapable of protecting the interests of the country.

The Press has been warned of late to moderate its tone in reference to foreign affairs, with the result that in the present case public opinion finds expression through the political societies and the National Council. The former have momentarily sunk their differences and have met together to condemn the Government and to discuss measures for the assertion of the rights of China over Mongolia. Military intervention is freely advocated, and if Young China had its way the whole of the army would now be marching upon Urga, in spite of the knowledge that behind the meagre forces of the Hutukhtu stand the armed posts of Russia.

The Government itself is deeply chagrined by events in Mongolia and by the consciousness of its inability to affect the situation. Constant meetings between President, Cabinet, and swarms of advisers have not been able to evolve any more efficacious plan than the registration of a protest, by which China denies the right of Mongolia to enter into relations with any foreign country and declares her refusal to recognize the present agreement with Russia in any shape or form. Smarting from the blow to the prestige of the country, and mercilessly criticized for a catastrophe which they could not have averted, the Cabinet threatened to resign, and for a day or two we were faced by the prospect of a political collapse. But at this stage of the crisis Mr. Liang Men-ting, who as Foreign Minister bore the brunt of the attacks upon the Government, resigned.

A SECRET DISCUSSION IN PEKING.

The Cabinet then met the National Council in closed session. Clerks and secretaries were ordered to retire, and the Chairman opened the proceedings by cautioning those present that the discussion was secret. The Premier began by reviewing the policy of the Government in regard to Mongolia, and explained that a strong stand was impossible. He proposed that Russia should be urged to retract the step taken, failing which there was recourse to The Hague. The Minister of War explained the practical obstacles in the way of an expedition into Mongolia, such as fodder for horses and principally the difficulty of campaigning in the cold weather. He attributed Yuan's conclusion of the agreement at particular period of the year to [illegible] knowing that China could [illegible] the winter. He pointed out [illegible] could not fight Mongolia if the latter had the assistance of Russia. The most they could do was to take precautions about Inner and Eastern Mongolia.

The ensuing debate was long and heated. Suggestions made by members did not show much acquaintance with practical politics. One proposed an alliance with Japan and a combined declaration of war against Russia. Another was ready to go to war independently of assistance. It was suggested that as Russia had not warned the Powers of the despatch of an Ambassador to Mongolia, the doings of M. Kovostovetz were null and void. The opinion was stated, in regard to the proposal to submit the case to The Hague, that the weak nation in that tribunal had no chance against the strong. Furthermore, the attitude of the Powers generally in regard to Russia's high-handed action was unknown. Moreover—a significant admission—the feelings of the Mongolians themselves towards China were not known. In the end the hope was expressed that the Cabinet would not resign at the present juncture, but would continue in office until Parliament meets three months hence. To this, apparently, the Ministers assented, promising to devote their energies to finding a satisfactory solution of the question, in concert with the Council, and with the provinces and the Tutuhs, to whom appeal would be made for counsel.

BRITISH AND RUSSIAN STANDPOINTS.

So the matter stands for the present, and is likely to continue to stand in the future, for China is helpless in the face of a *fait accompli*. The politicians in Peking and other centres are unquestionably stirred by a deep sense of the injustice which they believe to have been done to China, and to some extent their helplessness arouses foreign sympathy. On the other hand, there is little serious criticism of the step taken by Russia. The analogy between the Tibetan and Mongolian cases is close. Over both territories Chinese claims were shadowy. Both regions were administratively independent until recent years, when China inaugurated the forward foreign policy that has resulted in two serious checks. Great Britain and Russia have both said practically the same thing in regard to Tibet and Mongolia respectively—no interference with their autonomy. Suzerainty is acknowledged in the one case, is not denied in the other, and will be admitted when China accepts the situation. We have stood only for the maintenance of the *status quo*, partly in our own interests as concerning a frontier State and partly in the interests of primitive people who have been harshly treated of late by the Chinese. Russia has upset the *status quo*, for reasons, if the premises are correct, that will bear examination. Mongolia, for instance, was vassal to the Manchu rulers of China, and if China discards the Manchus, the Mongols may not unreasonably refuse to accept the Chinese in their stead. That is a domestic matter between the two peoples. Russia's justification for intervention is that she has for long desired to settle outstanding disputes with China about Mongolia, and that China has constantly infringed treaties and refused a settlement. Mongolia having thrown off the Chinese yoke, Russia acknowledges the new State and treats with it direct, as she was prepared to treat with China if the latter had shown more readiness to meet her.

A CONFLICT OF VIEWS.

The Chinese view is that Russia has engineered the whole difficulty. They declare that the Hutukhtu is a debauchee who has passed under the influence of Russia, and that the Princes who rule in patriarchal fashion over the nomad tribes of Mongolia are opposed to his policy, but dare not object to it for fear of Russia. On the other hand, a deputation of Mongol Princes not long ago went to St. Petersburg to seek Russian protection against the Chinese, while the Princes in Eastern Mongolia have recently been at war with China. Both these steps may have been prompted by Russia, but at any rate they show on the part of the Mongolians a desire to be free from Chinese interference. The Russians declare that the Chinese have violated their Treaty rights as regards trade and other matters in Mongolia. This the Chinese deny, but they have continually delayed discussion of the question. The Mongols say that the Chinese have been dispossessing the tribes of the scattered patches of cultivable land in Mongolia and involving the Princes financially by lending them money at usurious rates and ruthlessly foreclosing on property. Moreover, the Chinese have sent troops into Mongolia—where formerly there were none—and have been interfering in administrative matters. The Chinese declare these steps to be within their rights.

On the points relating to the actual state of affairs in Mongolia there is no independent evidence. If Russian Treaty privileges in Mongolia have been consistently ignored—as is averred—then Russia would appear to be justified in entering into direct relations with the Mongolians and in agreeing to protect them from the consequences of treating with Russia. If, on the other hand, Russian grievances have been imaginary, China has ground for attributing any degree of Machiavellianism she likes to Russia. But in the absence of evidence as to what has been happening in Mongolia outsiders can offer no opinion on the point. They can, however, clearly see that China constantly acts as her own enemy in ignoring, evading, or positively violating the Treaty rights of countries with which she is in relation. We have experience of it with regard to Tibet and upon the Burma frontier, and particularly as regards the Opium Agreement. The generally accepted view here is that, apart entirely from the ultimate designs of Russia in Mongolia, if designs there be, the Russians are bound to be in the right, because the Chinese are bound to have put themselves in the wrong.

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Per *Sunda*, for Shanghai, Mr. Ford, Mr. S. A. Seth, Mr. W. E. Griffiths and Mr. J. W. MacKay.

Per *Prinz Waldemar*, for Rabaul, Mr. R. Miesterfeld, Mr. K. Echert, Mr. W. Kessner, Mrs. Brauns and daughter, Mr. F. Albrecht, Father Esser, Rev. P. Schorn and party, Mr. R. Hock, Mr. H. Kessler, Sister Ch. Lehfeldt, Mr. Dorbrandt; for Brisbane, Mr. M. Taloni; for Manila, Mr. F. R. Maxon, Mr. S. Hart, Mr. Harry Cathin, Mr. H. G. Shaw, Mr. E. A. Weber, Mr. and Mrs. W. Tenscher, Mr. E. G. Frey, Mr. A. Salcher, Mr. Leo. Wudener, Mr. and Mrs. C. S. Heftting, Miss E. Low, Miss G. E. McVenn, Mr. and Mrs. G. W. Weakly, Mr. J. Bozdaur, Mr. K. Franck, Mr. E. Imretti, Mr. W. R. Dooey, Mr. and Mrs. Tomas Umali, Mr. Th. Lethmale, Mr. A. Becks, Mr. F. G. Brown and Mr. W. H. T. Boanas.

Per *Nile*, for San Francisco, etc., Mr. H. E. Johnson, Mr. P. S. Aensworth, Mr. J. K. Sears, Mr. T. R. Delworth, Miss J. Hartman, Mr. and Mrs. D. De Leon, Miss Alma Norton, Miss L. Vermont, Miss F. Hartley, Mr. H. Pollard, Mr. C. F. Skinner, Mrs. B. Woodbeck, Mrs. E. H. Norton, Mr. C. B. Shaw, Master W. Brooks, Mr. and Mrs. W. R. McGeachin, 2 children and servants, Capt. J. J. A. Clark, Mr. V. Salldi, Mr. and Mrs. F. Schmidt, Mr. and Mrs. R. Arbuckle, Master P. Hartman, Mr. and Mrs. L. A. Bowen, Miss B. Devereaux, Miss D. Russel, Miss D. Clinton, Mr. E. Thompson, Mr. J. L. Pierce, Mr. H. L. Robbins, Mr. R. E. Humphreys, Mr. and Mrs. F. R. Shekell, Mr. N. Woodward, Master P. Brooks, Mr. B. E. Lear, Dr. H. C. Stafford, Mr. P. J. Aherns, Mr. and Mrs. E. R. Diot, Mr. J. S. Dunn, Mr. and Mrs. F. Hartman, Miss Fay Rosten, Miss A. Dale, Mrs. N. De Leon, Miss A. Hanson, Mr. J. Pablo, Mr. J. Raynes, Mrs. A. E. Paine and infant, Mrs. A. C. Fox and infant, Mrs. E. MacGetrick, Mr. and Mrs. F. M. Brooks, Mrs. J. W. Lesser, E. Rochette and Dr. B. L. Burdette.

TO DEPART.

Per *Kamo Maru*, for London, etc., Capt. Fitz Hugh, Hon. Mr. and Mrs. C. G. Wade, Master Wade, Miss L. Wade, Miss D. Wade, Mr. and Mrs. C. Breyer and children, Mr. and Mrs. E. W. Maitland, Miss Bell, Mr. W. Seerachdus, Mrs. Cumming and 2 children, Miss Zonzar, Lieut. T. Nifu, Mr. Ohtaguro, Mr. T. Yamagishi, Mr. S. Murao, Mr. C. H. Hay, Mr. Matsuhara, Mr. S. Marita, Mr. and Mrs. Remnsat, Miss de Santos, Baron Creindl, Mr. F. E. Wilkinson, Mr. Y. Kato, Mrs. J. McGill, Mr. John Sampson, Mr. and Mrs. Boleplo and 2 children, Mr. P. Shibabuki, Mr. and Mrs. Harada, Misses Harada (2), Mrs. Yamamoto, Miss Lewis, Mr. Kuboi, Mr. Takayama, Mr. W. F. Welfare, Mr. Briggs, Mr. Yashida, Mr. John Kerr, Mr. Miola, Mr. P. B. Rowley, Mr. F. Vollstadt, Mr. Tamura, Mr. Hata, Mr. Kasugi, Mr. Muramatsu, Mr. Tanaka and Mr. Isachsson.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* arrived at Manila on the 27th December, between 2 and 4 a.m., and was expected to leave that port for Hongkong on the 31st December, between 2 and 4 p.m.

The T.K.K. str. *Nippon* is expected to arrive here from Shanghai on the 3rd January, and leaves again for San Francisco via usual ports on the 11th January.

The T.K.K. str. *Tenyo Maru* arrived at Yokohama from Honolulu on the 30th December, and may be expected here on the 9th January.

The P.M. str. *Persia*, with the American mail, left San Francisco for this port via Japan and Shanghai on the 21st December.

The P.M. str. *Korea*, with the American mail, sailed for this port from San Francisco, via Honolulu, the usual Japan ports and Manila on the 27th December.

THE AUSTRALIAN MAIL.

The I.M.C. str. *Coblenz* left Sydney on the 14th December, at 11 a.m., and may be expected here on or about 6th January.

The E. & A. str. *Eastern* from Sydney, etc., left Port Darwin on the 29th December for Manila and this port.

THE ENGLISH MAIL.

The P. & O. str. *India* left Singapore for this port on the 29th December, at 8 a.m., with the outward English mails, and is due here on the 3rd January, at about 7 a.m.

THE FRENCH MAIL.

The M.M. str. *Ernest Simons* is expected to arrive here on the 1st January, at daylight, and will leave for Europe the same day on or about 7 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Goeben*, carrying the German mails with dates from Berlin of the 11th December, left Colombo on the 29th December, p.m., and may be expected here on or about 9th January.

MERCHANT STEAMERS.

The H.A.L. str. *Altmark* left Singapore on the 28th December, a.m., and may be expected here on or about 1st January.

The French str. *Binhthuan* left Haiphong on the 28th December, for this port, and is due to arrive here on or about the 1st January.

The P. & O. str. *Candia* left Singapore for this port on the 27th December, at 8 a.m., and is due here on the 2nd January, at 8 a.m.

The str. *Capri* left Singapore for this port on the 27th December, and may be expected here on or about the 4th January.

The A.L. str. *Vorwaerts* left Singapore for this port on the 28th December, and will arrive here on the 4th January.

The T.K.K. str. *Kiyo Maru* arrives at Yokohama from Honolulu on the 2nd January, and is due in Hongkong on the 18th January.

The T.K.K. str. *Shinyo Maru* leaves San Francisco for Hongkong on the 4th January, and is due here on the 31st January.

The str. *Kansas* passed the Suez Canal on the 3rd December, and is due here on or about 3rd January.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Kwongsang, from Shanghai, is due in Hongkong 31st December.

Fooksang, from Calcutta, is due in Hongkong 2nd January.

Fooksang, from Singapore, is due in Hongkong 2nd January.

Fultala, from Rangoon, is due in Hongkong 7th January.

Laisang, from Calcutta, is due in Hongkong 10th January.

SHIRE LINE, LIMITED.

Carmarthenshire, from London, is due in Hongkong 12th January.

INTIMATIONS

"A MACHINE A MINUTE."

The week just closed, as this issue goes to press, has been epoch-making in the annals of the Writing Machine. A great milestone has been reached and passed in the history of the

Remington Typewriter

During the week we have booked orders for more than a Machine a minute for every working hour.

VISIBLE MODELS 10 AND 11.

Not many years ago Remington sales were Sixty Machines per month; now they are over Sixty Machines per hour—MORE THAN A MACHINE A MINUTE. Such is Typewriter Development; such is Remington Progress.

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N.B.—Please write, and return of post will bring you free of charge an illustrated booklet, "Touch Method Typewriter Instructor," invaluable to all using a Typewriting Machine. [43-3

R.M.S. "DUNOTTAR CASTLE."

THE above Steamer of 5,687 Tons Register and Classed 100 A.1. at Lloyds, having Superior First Class Passenger Accommodation, fitted with Wireless Telegraphy, Electric Fans in all Staterooms and carrying First Class Passengers only. She will arrive here on THURSDAY, January 2nd, and sail for SINGAPORE, PENANG, RANGOON, CALCUTTA, MADRAS, COLOMBO, BOMBAY, SUEZ (for CAIRO), PORT SAID, MESSINA and MARSEILLES on MONDAY, January 6th, 1913.

A number of vacant First Class Berths are Available at Moderate Rates, and special accommodation can also be Booked if required. For further particulars please apply to—

JARDINE, MATHESON & Co., LTD.
AGENTS.

Hongkong, 13th November, 1912. [1313

YOU ARE INVITED to come an inspect our Fine Assortment of
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Prices from 10 Cents upwards.
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OVER 1,000 DOLLS IN STOCK. [134

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. Lambe, En route to Hongkong.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p., Lieut., Comdr. B. E. Prichard, Kiukiang.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. W. H. Darwall, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Commr. Hugh P. E. T. Williams, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W Smith, Hongkong

Clio, British sloop, 1,070 tons, i.h.p. 1,400 Comdr, Mackenzie D.S.O., Canton.

Fame, torpedo-boat destroyer, 340 tons 6 guns, 5,700 i.h.p., Lt.-Comdr. Wilkinson Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Brickenden, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Boddam Whetham, Hongkong.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, C.S.I., Hongkong.

Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lt.-Comdr. H. Marryatt, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Hongkong

Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000 Capt. G. C. Cayley, Hongkong

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlelot, M.V.O. Weihaiwei.

Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr Allen Dixon, Hongkong.

Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 F.D., Captain George P. E. Hunt, D.S.O., en route to Hongkong.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Malcolm Murray, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Chambers, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. J. G. Mackinnon, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. J. Heetwood-Nash en route to West River.

Rosario, depot ship for Submarines, 960 tons i.h.p. 1,400, Lt.-Commr. N. E. Archdale Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 24 h.p., Lieut.-Comdr. L. A. S. H. Hutton, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Maurice B. Leslie, Yangtse.

Tsiu, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner Ryder, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. Hon Guy Stopford, Chungkiang.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. R. N. Cottrell-Dormer, Hankow

Usk, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Maxwell, Hongkong

Virago, torpedo-boat destroyer, 39 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair Hall, Hongkong.

Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Comdr. Seymour, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. R. Neville Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Kiating.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. M. B. B. Blackwood, Yangtze

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Robin Wilmyd Hankow

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd Jan. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 2nd Jan., at 9.30 A.M.

All Claims must reach us before the 9th Jan., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 26th December, 1912. [5

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUNDA,"

Arrived Hongkong on 30th December, 1912.
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 30th December, 1912. [1

SHIPPING IN PORT.

STEAMERS.

ANGHIN, German str., 1,005, C. Kumpel, 27th December—Swatow 26th December, Rice.—Butterfield & Swire.

ARIAKE MARU, Japanese str., 2,183, Sato, 24th December—Miike 18th December, Coal.—Mitsui Bussan Kaisha.

BORNEO, German str., 1,344, F. Sembill, 24th December — Sandakan 18th December, Timber.—Melchers & Co.

CHEONGSHING, British str., 1,256, Lyddell, 28th December—Chinwangtao 23rd December, General.—Jardine, Matheson & Co.

CHINHUA, British str., 1,350, Benson, 30th December—Shanghai 26th December, General.—Butterfield & Swire.

CHINKING, British str., 1,227, Ainslie, 29th December—Java 17th December, Sugar.—Butterfield & Swire.

DAITO MARU, Japanese str., 1,295, Katayama, 26th December—Port Arthur 19th December, Coal.—Mitsui Bussan Kaisha.

ELAX, British str., 2,000, Smart, 29th December—Balik Pappan 21st December, Bulk Oil.—Asiatic Petroleum Co.

FITZCLARENCE, British str., 2,932, J. H. Blair, 25th December—Moji 21st December, Fish and Flour.—Bank Line, Ltd.

HAICHING, British str., 1,267, W. C. Passmore, 25th December—Swatow 24th December, General.—Douglas Lapraik & Co.

HAITAN, British str., 1,207, Rock, 28th December—Swatow 27th December, General.—Douglas, Lapraik & Co.

HEIMDAL, Norwegian str., 762, T. A. Johnson, 24th December—Haiphong 22nd December, Stone. — Shewan, Tomes & Co.

KAIJO MARU, Japanese str., 1,293, Y. Yamamoto, 28th December—Swatow 27th December, General. — Osaka Shosen Kaisha.

KWANGLEE, Chinese str., 1,468, J. McArthur, 25th December—Shanghai 22nd December, General.—Chinese.

LUCHOW, British str., 1,214, Meathrel, 29th December—Wuhu 25th December, Rice.—Butterfield & Swire.

MEXICO MARU, Japanese str., 1,953, J. C. Young, 28th December—Shanghai 24th December, Ballast. — Asiatic Petroleum Co.

ORTERIC, British str., 4,105, R. J. Howie, 25th December — Vancouver 22nd December, General.—Bank Line, Ltd.

RUTHERGLEN, British str., 2,752, W. Gay, 27th December—Wales 9th December, Coal.—A. Weir & Co.

SAIGON MARU, Japanese str., 1,259, Yamaguchi, 29th December—Moji 23rd December, Coal. — Osaka Shosen Kaisha.

SEANGCHOON, British str., 3,722, W. G. Larkins, 28th December—Singapore 23rd December, General.—Chinese.

SEXTA, German str., 992, N. Jensen, 30th December—Bangkok and Swatow 29th December, Rice.—Chinese.

SIAM, British str., 992, Payun, 27th December—Hongay 24th December, Coal.—Order.

SIGNAL, German str., 907, Christiansen, 25th December — Sourabaya 17th December, General.—Jebsen & Co.

SIKIANG, French str., 615, Catalano, 29th December—Haiphong 27th December, General.—Messageries Maritimes.

TRIGONIA, Dutch str., 1,870, Groenjk, 24th December — Palembang 16th December, Ballast.—Asiatic Petroleum Co.

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"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.
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SIBERIA 18,000 tons, twin screws.
ALSO NILE ...11,000 tons. CHINA ...10,200 tons. PERSIA... 9,000 tons.

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FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	
MONGOLIA	27,000	...	THURSDAY, 9th Jan., at 1 P.M.
• PERSIA	9,000	...	TUESDAY, 28th Jan., at 1 P.M.
KOREA	18,000	...	TUESDAY, 4th Feb., at 1 P.M.
SIBERIA	18,000	...	TUESDAY, 18th Feb., at 1 P.M.
• CHINA	10,200	...	TUESDAY, 25th Feb., at 3 P.M.
MANCHURIA	27,000	...	TUESDAY, 4th Mar., at 1 P.M.
• NILE	11,000	...	TUESDAY, 18th Mar., at 3 P.M.
MONGOLIA	27,000	...	TUESDAY, 25th Mar., at 1 P.M.

• INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA, Free of Charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Leave Hongkong.		Arrive Manila.	FROM MANILA. Leave Manila.		Due Hongkong.
25th Feb.	CHINA	27th Feb.	21st Feb.	MANCHURIA	23rd Feb.
18th Mar.	NILE	20th Mar.	8th Mar.	NILE	10th Mar.
15th Apr.	PERSIA	17th Apr.	16th Mar.	MONGOLIA	18th Mar.
13th May	CHINA	15th May.	5th Apr.	PERSIA	7th Apr.
3rd June	NILE	5th June.	13th Apr.	KOREA	15th Apr.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915 30

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

STEAMER	SAILING
"ORTERIC"	On 15th Jan.
"OCKLEY"	to follow.

To be followed by other Steamers of the Company at regular intervals, Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, Praya Central,

NEW YORK LINE.

REGULAR SERVICE FROM JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

NEXT SAILING:—

For Rates of Freight, and Further Particulars, apply to—

THE BANK LINE, LIMITED, MANAGING AGENTS,

AFRICAN LINES.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... ... 3,000 tons ... ... Middle of February.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED, MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:

21st Dec. Connecting with S.S. "KATANGA" 10th Jan.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED, MANAGING AGENTS. 38-39-40

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
WEDNESDAY, 1st JANUARY, 1913.	
8 a.m. "KINSHAN."	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "HONAM."
THURSDAY, 2ND JANUARY, 1913.	
8 a.m. "HEUNGSHAN."	8 a.m. "KINSHAN."
10 p.m. "HONAM."	5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 5TH JANUARY, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons,

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD., Hotel Mansions (First Floor), opposite the Blake Pier. [51

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
COPENHAGEN and BALTIC PORTS	"CANTON"	6,500	On 15th Jan.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & CO., YORK BUILDINGS, TOP FLOOR.

37

SAN FRANCISCO SCENIC ROUTE

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU... ... ... 21,000 tons.
S.S. CHIYO MARU... ... ... 21,000 tons.
S.S. SHINYO MARU ... ... 21,000 tons.

AND

S.S. NIPPON MARU ... ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers,
Through Tourists' Sleepers,
Dining Cars—Observation Cars.
Electric Lights—Electric Fans; Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH, GENERAL ORIENTAL AGENT, 17, MAIN STREET, YOKOHAMA. AND KING'S BUILDING, HONGKONG.

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AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "KOERBER," 9,900 tons, will leave as above on 19th Jan., at 5 P.M.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 P.M.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN

TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 5th January, at D'light.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 29th Jan., at D'light.

Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE, VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

S.S. "PERSIA," 12,500 tons, will leave as above about 2nd January.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 1st Feb.

TO YOKOHAMA, KOBE VIA SHANGHAI.

S.S. "VORWAERTS," 12,000 tons, will leave as above about 4th Jan.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents, Princes' Building.

Hongkong, 1st January, 1913. [52

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOEK	JAPAN	Second half of December.	JAVA	Second half of December.
TJITAROEM	JAVA	First half of January.	JAPAN	First half of January.
TJIMAHI ...	JAVA	First half of January.	JAPAN	First half of January.
TJIKINI ...	SHANGHAI	First half of January.	JAVA	First half of January.
TJIBODAS...	JAVA	Second half of January.	SHANGHAI	Second half of January.
TJIPANAS...	JAPAN	Second half of January.	JAVA	Second half of January.
TJILIWONG	JAVA	Second half of January.	JAPAN	Second half of January.
TJILATJAP..	JAVA	Second half of January.	JAPAN	First half of February.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 375.
Hongkong, 25th December, 1912. 7

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller... ..	Manila, Mangarin, Iloilo and Cebu	On 7th Jan., 4 P.M.
ZAFIRO	4000	McMurray ...	Manila, Mangarin, Iloilo and Cebu	On 16th Jan., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 30th December, 1912. PHILIPPINES S.S. Co. 10

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched YOKOHAMA, KOBE and MOJI on 3rd Jan., at 1 P.M.

S.S. "JELUNGA," 5,206 tons, Capt. D. Macfadyen, will be despatched to to SHANGHAI, KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 16th Jan.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 8th Jan., at 3 P.M.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched as above on 21st Jan.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD., Hongkong, 1st January, 1913. AGENTS. [60

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ...	"KLEIST." Capt. L. MAASS.	17,000	Wed'day, 8th Jan., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"GOEBEN," Capt. A. AHLBORN,	17,300	About Thursday, 9th Jan.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOUNE ...	"COBLENZ," Capt. L. KLUGKIST,	6,750	Saturday, 25th Jan., at 9 A.M.
KOBE and YOKOHAMA...	"COBLENZ," Capt. L. KLUGKIST,	6,750	About Tuesday, 7th Jan.
KUDAT and SANDAKAN...	"BORNEO". Capt. F. SEMBILL,	5,600	Thursday, 2nd Jan., at 10 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD. MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 1st January, 1913 4

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	
"GOEBEN" Capt. A. AHLBORN.	17,300 tons	ON FEBRUARY 4TH.
"BREMEN" Capt. B. WILHELMI.	21,000 ,,	ON FEBRUARY 19TH.
"DERFFLINGER" Capt. F. PROESCH.	17,250 ,,	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW.	16,000 ,,	ON MARCH 19TH.
"BUELOW" Capt. H. FORMES.	17,250 ,,	ON APRIL 1ST.
"PRINZESS ALICE" Capt. L. FRANCK.	20,300 ,,	ON APRIL 16TH.
"LUETZOW" Capt. J. BORTFELDT.	17,300 ,,	ON APRIL 29TH.

• THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 17th December, 1912. [59

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:— 16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED
FOREIGN MONIES exchanged.

729] CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C

SHIPPING

ARRIVALS.

BINH THUAN, French str., 984, D. Varaine, 31st December—Haiphong 28th December, Cement and Coal.—Bradley & Co.

CALEDONIEN, French str., 4,529, Eschenauer, 31st December—Yokohama 21st December, General.—Messageries Maritimes.

COLOMBO MARU, Japanese str., 2,919, Kawashima, 30th December—Moji 24th December, General.—Nippon Yusen Kaisha.

DAITO MARU, Japanese str., 31st December—Canton.

DUMBEA, French str., 5,928, Sollier. 30th December—Saigon 27th December, Mails and General.—Messageries Maritimes.

FRI, Norwegian str., 31st December—Canton.

HAIMUN, British str., 615, A. W. Evans, 31st December—Swatow 30th December, General.—Douglas, Lapraik & Co.

HONG WAN I, British str., 2,060, Mason, 31st December — Singapore 24th December, General.—Chinese.

INDO MARU, Japanese str., 3,977, Komiya, 31st December—Moji 25th December, Coal.—Osaka Shosen Kaisha.

KAMO MARU, Japanese str., 5,284, F. L. Sommer, 31st December—Shanghai 28th December, General.—Nippon Yusen Kaisha.

KAWACHI MARU, Japanese str., 3,821, A. Christiansen, 31st December—Singapore 25th December, General.—Nippon Yusen Kaisha.

KUMCHOW, British str., 1,450, Martin, 31st December—Saigon 25th December, Rice and General.—Chinese.

KWANGLEE, Chinese str., 31st December—Canton.

PALLAT, German str., 1,018, J. Wenzel, 30th December—Hongay 26th December, Coal.—Butterfield & Swire.

PERSIA, Austrian str., 3,999, Bartold, 31st December—Shanghai 28th December, General.—Sander, Wieler & Co.

LOCKSUN, German str., 1,206, W. Taubert, 30th December—Hongay 27th December, Coal.—Butterfield & Swire.

TAISHUN, Chinese str., 1,216, R. G. Paramore, 31st December—Shanghai 27th December, General.—Chinese.

YUENSANG, British str., 1,128, P. H. Rolfe, 31st December—Manila 28th December, General.—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

December 31st.

CALEDONIEN, French str., for Saigon.
COLOMBO MARU, Japanese str., for S'pore.
DAITO MARU, Jap. str., for Port Arthur.
FRI, Norwegian str., for Chefoo.
HONG WAN I, British str., for Amoy.
KAIYO MARU, Japanese str., for Swatow.
KAMO MARU, Japanese str., for London.
KANCHOW, British str., for Shanghai.
KWANGLEE, Chinese str., for Shanghai.
HAIMUN, British str., for Swatow.
RIOJUN MARU, Japanese str., for S'haya.
TAISHUN, Chinese str., for Canton.
TJIMANDEK, Dutch str., for Batavia.
WAKAMATSU MARU, Jap. str., for Moji.

DEPARTURES.

December 31st.

AWA MARU, Japanese str., for Seattle.
CHOYSANG, British str., for Shanghai.
CYCLOPS, British str., for Tacoma.
DUMBEA, French str., for Shanghai.
[illegible] Japanese str., for Taku.
FUKUI MARU, [illegible]
HANYANG, British str., for Swatow.
KAIYONG, British str., for Cebu.
KEEMUN, British str., for Manila.
LOCKSUN, German str., for Swatow.
NILE, American str., for San Francisco.
[illegible]DA, British str., for Yokohama.
[illegible]SANG, British str., for Hongay.
[illegible]PHE, German str., for Haiphong.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prinz Ludwig*, which left here on the 26th December, at 6 a.m., arrived at Shanghai on the 30th December, at 5 a.m.

The I.G.M. str. *Luetzow*, which left here on the 25th December, at 11 a.m., arrived at Singapore on the 29th December, at 8 a.m.

The O.S.K. str. *Panama Maru*, from Tacoma, left Shanghai on the 31st December, a.m., and is expected to be here on the 3rd January, a.m.

The A.L. str. *Koerber* left Singapore for this port on the 30th December, and will arrive here on the 4th January, p.m.

The Apcar str. *Gregory Apcar*, from Shanghai and Kobe, left Moji on the 30th December, a.m., and may be expected here on or about the 4th January, a.m.

The Ben Line str. *Bendoran*, from Antwerp, Middlesbro' and London, left Singapore on the 29th December, for this port.

The P.M. str. *Siberia* arrived at San Francisco on the 30th December.

PASSED THE CANAL.

December 26th—*Indramayo, Perseus, Sachsen, Yunnan, Glenfarg, Nankin.* 29th—*Agamemnon, Sunda, Den of Glamis, Magellan, Neleus.* December 3rd—*Bendoran, Calchas, Candia, Indrawadi, Speria, Goldenfels, Kansas.* 6th—*Dumbea, Jeserie, Kitano Maru, Montrose, P. E. Friedrich, Prinz Ludwig, Telemachus, Arcadia, Indrakuala.* 10th—*Carmarthenshire, Kaga Maru, Koerber, Nyanza, Dunedin, Titan, Euphrate.* 13th—*Bohemia, Laertes, Peleus, Sardinia, Paul Lecat, Laomedon.* 17th—*Bengloe, China, Japan, Scandia, Voronej.* 20th—*Achilles, Antilochus, Atsuta Maru, Glenroy, Goeben, Iyo Maru, St. Patrick, Shimosa, Sithonia, Thesus, Yorck, Burmese Prince.* 24th — *Braemar, Lituania, Nore, Magellan, Preussen.* 27th—*Intentor, Australien, Glenlogan, Meinam, Tydeus, City of Baroda.*

ARRIVALS AT HOME.

December 27th—*China.*

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, VIA USUAL PORTS OF CALL	DELTA	Brit. str. ...	—	E. P. Martin, R.N.R. ...	P. & O. S. N. Co.	On 4th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str. ...	—	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	About 8th inst.
LONDON & ANTWERP...	MONMOUTHSHIRE ...	Brit. str. ...	—	... ...	JARDINE, MATHESON & Co., LD...	About 18th inst.
ROTTERDAM, BREMEN & HAMBURG &c. ...	BRASILIA	Ger. str. ..	k. w.	Deinat	HAMBURG-AMERIKA LINIE ...	On 9th inst.
ROTTERDAM, BREMEN & HAMBURG, &c. ...	FUERST BUELOW ...	Ger. str. ...	k. w.	Jäger	HAMBURG-AMERIKA LINIE ...	On 24th inst.
HAVRE & HAMBURG, &c....	SAMBIA	Ger. str. ...	k. w.	Buch	HAMBURG-AMERIKA LINIE ...	On 14th inst.
HAVRE, BREMEN & HAMBURG, &c.	ARMENIA	Ger. str. ...	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE ...	On 27th inst.
HAVRE & HAMBURG, &c.	ALTMARK	Ger. str. ...	k. w.	Luening	HAMBURG-AMERIKA LINIE ...	On 3rd Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C	KAMO MARU	Jap. str. ...	—	F. L. Sommer	NIPPON YUSEN KAISHA ...	To-day, at 4 P.M.
MARSEILLES, BREMEN, HAMBURG & ANTWERP, &c.	GOLDENFELS	Ger. str. ...	k. w.	Diedrichsen	HAMBURG-AMERIKA LINIE ...	On 8th Feb.
VICTORIA, B.C. & TACOMA, VIA KEELUNG, &C	PANAMA MARU ...	Jap. str. ...	—	J. Kano	OSAKA SHOSEN KAISHA	On 7th inst., at 2 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C.	SADO MARU	Jap. str. ...	—	K. Asakawa...	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &C.	OETERIC	Brit. str. ...	—	... ...	THE BANK LINE LTD.	On 15th inst.
VICTORIA, B.C. & TACOMA VIA JAPAN &c.	SEATTLE MARU... ...	Jap. str. ...	—	T. Saito	OSAKA SHOSEN KAISHA	On 23rd inst., at 2 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	KLEIST...	Ger. str. ...	—	L. Maass	MELCHERS & Co....	On 8th inst., at 10 A.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &C., ...	PERSIA...	Aus. str. ...	—	.. ..	SANDER, WIELER & Co.	About 2nd inst.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &C.	KOERBER	Aus. str. ...	—	... ...	SHEWAN, TOMES & Co.	On 19th inst., at 5 P.M.
NEW YORK VIA PORTS & SUEZ CANAL...	SWAZI	Am. str. ...	—	... ...	CANADIAN PACIFIC R. Co.... ...	On 11th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c. ..	EMPRESS OF INDIA ...	Brit. str. ...	2 m.	... ...	CANADIAN PACIFIC R. Co.	On 11th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c. ..	MONTEAGLE	Brit. str. ...	2 m.	W. Davison	PACIFIC MAIL S.S. Co.	On 8th Mar., at 7 A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. ...	MONGOLIA	Am. str. ...	—	... ...	TOYO KAISEN KAISHA	On 9th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. ...	NIPPON MARU	Jap. str. ...	—	A. G. Stevens	PACIFIC MAIL S.S. Co.	On 11th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. ...	PERSIA...	Am. str. ...	—	.. ..	ARTHUR NILSSON & Co.	On 23rd inst., at 1 P.M.
COPENHAGEN & BALTIC PORTS...	CANTON	Swed. str...	—	.. ..	GIBB, LIVINGSTON & Co.	On 15th inst.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str. ...	—	... ...	BUTTERFIELD & SWIRE	On 4th inst., at 11 A.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str. ...	1 m.	E. Finlayson	NIPPON YUSEN KAISHA	On 4th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str. ...	—	T. Sekine	MELCHERS & Co.	On 15th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str. ...	—	L. Klugkist	THE BANK LINE LIMITED	On 25th inst., at 9 A.M.
CAPEPORTS VIA MAURITIUS...	DUNKERIC	Brit. str. ...	—	Tullock...	TOYO KISEN KAISHA	Beginning of January.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	KIYO MARU..	Jap. str. ...	—	... ...	DAVID SASSOON & Co., LTD. ...	On 1st Feb., at Noon.
YOKOHAMA, KOBE & MOJI	ABRATOON APCAR ...	Brit. str. ..	—	R. F. Thomson	SANDER, WIELER & Co.	On 3rd inst., at 1 P.M.
YOKOHAMA & KOBE via SHANGHAI...	VORWAERTS	Aus. str. ...	—	... ...	JARDINE, MATHESON & Co., LD...	About 4th inst.
YOKOHAMA & KOBE	FULTALA	Brit. str. ..	—	H. W. Tallent	NIPPON YUSEN KAISHA	On 14th inst., at D'light.
KOBE & YOKOHAMA	KAGA MARU	Jap. str. ..	—	G. Tabusa	MELCHERS & Co	On 3rd inst., at 11 A.M.
KOBE & YOKOHAMA	COBLENZ	Ger. str. ...	—	L. Klugkist	NIPPON YUSEN KAISHA	About 7th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str. ...	—	M. Yagi	JAVA-CHINA-JAPAN LIJN	On 15th inst., at Noon.
JAPAN	TJITAROEM	Dut. str. ..	—	... ...	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI, MOJI & KOBE	KAWACHI MARU	Jap. str. ...	—	Christiansen	BUTTERFIELD & SWIRE	To-day.
SHANGHAI...	CHINHUA	Brit. str. ..	1 m.	Benson	HAMBURG-AMERIKA LINIE	To-morrow, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	ALTM ER	Ger. str. ...	k. w.	Luesing	P. & O. S. N. Co.	On 3rd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA... ...	CANDIA	Brit. str. ...	—	R. E. Peel	P. & O. S. N. Co.	About 3rd inst.
SHANGHAI...	INDIA	Brit. str. ...	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	About 3rd inst.
SHANGHAI, KOBE & MOJI	FOOKSANG	Brit. str. ...	1 m.	T. A. Mitchell	JARDINE, MATHESON & Co., LD..	On 4th inst., at Noon.
SHANGHAI...	ANHUI	Brit. str. ...	—	J. B. Harris	BUTTERFIELD & SWIRE	On 4th inst., at M'night.
SHANGHAI...	KOERBER	Aus. str. ...	—	... ...	SANDER, WIELER & Co.	On 5th inst., at D'light.
SHANGHAI...	KWONGSANG	Brit. str. ...	—	W. F. Richard	JARDINE, MATHESON & Co., LD ...	On 5th inst., at D'light.
SHANGHAI...	TOSA MARU	Jap. str. ...	—	T. Sato	NIPPON YUSEN KAISHA	On 6th inst.
SHANGHAI, KOBE & YOKOHAMA	SARDINIA	Brit. str. ..	—	C. C. Talbot, R.N.R. ...	P. & O. S. N. Co.	About 9th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	GOEBEN	Ger. str. ...	—	A. Ahlborn...	MELCHERS & Co.	About 9th inst.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	CARMARTHENSHIRE ...	Brit. str. ...	—	... ...	JARDINE, MATHESON & Co., LD ...	About 14th inst.
SHANGHAI, KOBE & YOKOHAMA	JELUNGA	Brit. str. ...	—	D. Macfadyen	DAVID SASSOON & Co., LTD. ...	On 16th inst.
SHANGHAI, KOBE & MOJI	TJIBODAS	Dut. str. ..	—	... ...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
SHANGHAI...	KAIJO MARU	Jap. str. ...	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
FOOCHOW VIA SWATOW & AMOY	SOSHU MARU	Jap. str. ...	—	K. Tashira	OSAKA SHOSEN KAISHA	On 8th inst., at 8 A.M.
ANPING & TAKAO VIA SWATOW & AMOY ...	DAIJIN MARU... ...	Jap. str. ...	—	T. Fuchigami	OSAKA SHOSEN KAISHA	On 5th inst., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	HAIMUN	Brit. str. ...	2 h.	J. W. Evans...	DOUGLAS LAPRAIK & Co. ...	To-day, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str. ...	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 3rd inst., at D'light.
SWATOW, AMOY & FOOCHOW	KWANGSE	Brif. str. ..	1 m.	P. Cole	BUTTERFIELD & SWIRE	On 5th inst., at D'light.
SWATOW, AMOY & SHANGHAI	HAICHING	Brit. str. ...	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 7th inst., at D'light.
SWATOW, AMOY & FOOCHOW	YUENSANG	Brit. str. ...	—	P. H. Rolfe...	JARDINE, MATHESON & Co., LD...	On 4th inst., at 2 P.M.
MANILA	TEAN	Brit. str. ...	1 m.	A. W. Outerbridge ...	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
MANILA, CEBU & ILOILO	RUBI	Am. str. ...	—	Miller	SHEWAN TOMES & Co....	On 7th inst., at 4 P.M.
MANILA, MANGARIN, ILOILO & CEBU	LOONGSANG...	Brit. str. ...	—	Leask	JARDINE, MATHESON & Co., LD...	On 11th inst., at 2 P.M.
MANILA	ZAFIRO...	Am. str. ...	—	F. S. McMurray	SHEWAN, TOMES & Co....	On 16th inst., at 4 P.M.
MANILA, MANGARIN, ILOILO & CEBU	TJIMANOEK...	Dut. str. ...	—	... ...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	KAMAKURA MARU ...	Jap. str. ...	—	T. Hori...	NIPPON YUSEN KAISHA	On 6th inst.
BOMBAY VIA SINGAPORE & COLOMBO	CAPRI	Ital. str. ...	—	Amesaga	DODWELL & Co., LTD...	On 7th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	COLOMBO MARU ...	Jap. str. ...	—	Kawashima	NIPPON YUSEN KAISHA	To-day.
SINGAPORE, PENANG, RANGOON & CALCUTTA ..	GREGORY APCAR ...	Brit. str. ...	—	J. E. Drake	DAVID SASSOON & Co., LD.... ...	On 8th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str. ...	—	Bradley	JARDINE, MATHESON & Co., LD ...	On 10th inst., at 2 P.M.
SINGAPORE, PENANG & CALCUTTA...	OKABA	Brit. str. ...	—	E. B. Hirst...	JARDINE, MATHESON & Co., LD .	On 12th inst., at Noon.
SINGAPORE, PENANG, & RANGOON...	BORNEO	Ger. str. ...	—	F Sembill	MELCHERS & Co.	To-morrow, at 10 A.M.
KUDAT & SANDAKAN...	SINGAN	Brit. str. ...	1 m.	J. D. Milne...	BUTTERFIELD & SWIRE	On 5th inst., at 9 A.M.
HAIPHONG...	SI-KIANG	Fren. str...	—	E. de Catalano	MESSAGERIES MARITIMES	To-day, at 9 A.M.
KWANG CHOW WANG & HAIPHONG						

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	"CARMARTHENSHIRE"	About 14th Jan.
LONDON, ROTTERDAM & ANTWERP	"MONMOUTHSHIRE" ...	About 18th Jan.
LONDON & ANTWERP.....	"PEMBROKESHIRE" ...	About 4th Feb.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 1st January, 1913. [49

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
†*SHANGHAI, KOBE and MOJI.....	"FOOKSANG"	Saturday, 4th Jan., Noon.
* MANILA	"YUENSANG"	Saturday, 4th Jan., 2 P.M.
† SHANGHAI	"KWONGSANG"...	Sunday, 5th Jan., D'light.
*SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday, 10th Jan., 2 P.M.
MANILA	"LOONGSANG" ...	Saturday, 11th Jan., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Taingtau and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 1st January, 1913. [14

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "OKARA," 5,291 tons gross, Captain E. B. Hirst, will be despatched for SINGAPORE, PENANG and RANGOON on 12th Jan., 1913, at Noon, and will be followed by the S.S. "UPADA," 5,257 tons gross, Capt. Logan, sailing hence on or about the 20th Jan., 1913, at Noon, taking Cargo at Current Rates.

EASTWARD.

The S.S. "FULTALA," 4,154 tons gross, Captain H. W. Tallent, will be despatched for YOKOHAMA and KOBE on the 14th Jan., at D'light, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 1st January, 1913. [50

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER
AND
THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B.
SUBJECT TO ALTERATION.

FOR VANCOUVER. From Hongkong.		FOR LIVERPOOL. From St. John.	
"EMPRESS OF INDIA"	SAT., 11th Jan.	"EMPRESS OF IRELAND"	FRI., 7th Feb.
"EMPRESS OF JAPAN"	SAT., 8th Feb.	"EMPRESS OF IRELAND"	FRI., 7th Mar.
"MONTEAGLE".....	SAT., 8th Mar.	"EMPRESS OF IRELAND"	FRI., 4th Apr.
		From Quebec.	
"EMPRESS OF INDIA"	SAT., 5th Apr.	"EMPRESS OF IRELAND"	FRI., 2nd May

Steamships leave HONGKONG at 7 A.M.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, Train and at ST. JOHN, N.B., with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10
" " Intermediate Steamship " " £43 " " £45.
" " "Monteagle"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Peddar Street and Praya opposite Blake Pier.

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SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS By the OXY-ACETYLENE SYSTEM

TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LIMITED.

TAIKOO DOCKYARD. HONGKONG.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Hydraulic and Pneumatic Tools installed throughout the Works.

GRAVING DOCK 787' × 88' × 34' 6" Pumps empty Dock in 2½ hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.

TELEGRAPHIC ADDRESS:—"TAIKOO DOCK."

MANAGERS AND AGENTS,
BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

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VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA,"

Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, SATURDAY, the 4th January, 1913, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MALWA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "ARABIA," due in London on the 15th February, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 23rd December, 1912. [1

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to PORT SAID, MESSINA, NAPLES, GENOA and LEGHORN, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.)

THE Steamship

"CAPRI,"

Captain Amezaga, will be despatched as above on TUESDAY, the 7th Jan., at Noon.

For further particulars regarding freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 31st December, 1912. 4

HONGKONG—NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS & SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "SWAZI" ... ... On 11th Jan. 1913.

For freight and further information apply to—
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 20th December, 1912. [1378

SHIPPING REPORTS.

The Chinese str. *Taishun* reports: Moderate monsoon on coast.

The French str. *Binh Thuan* reports: N.E. monsoon and good weather.

The British str. *Yuensang* reports: Strong N.E. winds and very rough sea.

The British str. *Hong Wan I* reports: Strong monsoon and high sea throughout.

The British str. *Kumchow* reports: Strong to moderate north-easterly winds throughout.

VISITORS TO CANTON Should Purchase

"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD,

With Illustrations, Maps and Plans.

Price $1.75

On Sale at—

Hongkong: "DAILY PRESS" Office.
" Messrs. KELLY & WALSH
" Messrs. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	INDIA, Capt. G. W. Gordon, R.N.R.	About 3rd Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	CANDIA, Capt. R. E. Peel	About 3rd Jan.	Freight only.
	SARDINIA, Capt. C. C. Talbot, R.N.R.	About 9th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA, Capt. E. P. Martin, R.N.R.	Noon, 4th Jan.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA, Capt. W. R. Le Mare, R.N.R.	About 8th Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st January, 1913. 1

CHINA NAVIGATION CO., LD.
SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 2nd Jan., 4 P.M.
SHANGHAI	"ANHUI"	On 4th Jan., M'night.
SWATOW, AMOY and SHANGHAI	"KWANGSE"	On 5th Jan., D'light.
HAIPHONG	"SINGAN"	On 5th Jan., 9 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 7th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

NEW SERVICE.—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 1st January, 1913. TELEPHONE-36. AGENTS. [7

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS		On 4th Jan., 12 A.M.
EASTERN	Jan., 10th	On 1st Feb., 11 A.M.
EMPIRE	Feb., 7th	On 1st Mar., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS. 47

HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. ALTMARK ... ... 3rd Jan.
S.S. SILESIA ... ... 14th Jan.
S.S. SUEVIA ... 27th Jan.
S.S. O. J. D. AHLERS ... 11th Feb.
S.S. SPEZIA ... ... 26th Feb.
S.S. SENEGAMBIA ... 10th Mar.
S.S. SITHONIA ... ... 23rd Mar.

HOMEWARD.

FOR ROTTERDAM, BREMEN & HAMBURG:
S.S. BRASILIA ... ... 9th Jan.
FOR HAVRE & HAMBURG:
S.S. SAMBIA ... ... 14th Jan.
FOR ROTTERDAM, BREMEN & HAMBURG:
S.S. FUERST BUELOW 24th Jan.
FOR HAVRE, BREMEN & HAMBURG:
S.S. ARMENIA ... 27th Jan.
FOR HAVRE & HAMBURG:
S.S. ALTMARK ... 3rd Feb.
FOR MARSEILLES, BREMEN, HAMBURG & ANTWERP:
S.S. GOLDENFELS ... 8th Feb.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 31st December, 1912. 19

DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	WED'DAY, 1st Jan., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 3rd Jan., at D'light.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 7th Jan., at D'light.

* This Steamer "Haimun" for Foochow Calling at Swatow & Amoy for Passengers only.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 31st December 1912. 9

TOYO KISEN KAISHA.
IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU,

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU,"
INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	SATURDAY, 11th Jan., NOON.
TENYO MARU	E. Bent	FRIDAY, 17th Jan., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 11th Mar., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on SATURDAY, the 11th January, at Noon.

SOUTH AMERICA LINE.
(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—
BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WED'DAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).
247]

COMPAGNIE MARITIME INDO-CHINOISE.
MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

FORTNIGHTLY. **TONKIN** FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1ST AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG AND HAIPHONG, on WEDNESDAY, the 1st Jan., 1913, at 9 A.M.

For Passages and Freight apply to
P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.
REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
‡ "PANAMA MARU"	J. Kanao	TUESDAY, 7th Jan., at 2 P.M.
* "SEATTLE MARU"	T. Saito	THURSDAY, 23rd Jan., at 2 P.M.
† "MEXICO MARU"	N. Kobayashi	WED'DAY, 5th Feb., at 2 P.M.
* "CHICAGO MARU"	J. Goto	THURSDAY, 20th Feb., at 2 P.M.
†‡ "CANADA MARU"	K. Hori	WED'DAY, 5th Mar., at 2 P.M.
* "TACOMA MARU"	T. Hamada	

* Calling at NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA
† Calling at SHANGHAI, MOJI, " " " "
‡ Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIJO MARU"	Y. Yamamoto	WED'DAY, 1st Jan., at 10 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 5th Jan., at 10 A.M.
"DAIGI MARU"	Y. Somekawa	SUNDAY, 12th Jan., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WED'DAY, 8th Jan., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 3rd Jan.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER
Second Floor, No. 1, Queen's Building.
776-7

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.

FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	LEAVE HONGKONG	CONNECTING STEAMERS from COLOMBO to MARSEILLES & LONDON	DUE MARSEILLES (Brindisi 2 days earlier)	DUE PLYMOUTH (London 1 day later)
Steamer Tons	Noon, SATURDAY	Steamer Tons	SATURDAY	FRIDAY
INDIA 8000	January 18	MOOLTAN 10000	Feb. 15	Feb.
ASSAYE 7500	February 1	MALOJA 12500	Mar. 1	Mar.
HIMALAYA... 7000	February 15	MOREA 11000	Mar. 15	Mar.
DEVANHA ... 8000	March 1	MARMORA .. 10500	Mar. 29	April
DELTA 8000	March 15	MEDINA 12500	April 12	April 18
INDIA 8000	March 29	Through Steamer	April 26	May 2
ASSAYE 7500	April 12	MONGOLIA ...10000	May 10	May 16
DEVANHA ... 8000	April 26	MACEDONIA 10500	May 24	May 30
CHINA 8000	May 10	MALWA 11000	June 7	June 13
			SUNDAY	SATURDAY
DELTA 8000	May 24	MOOLTAN ...10000	June 22	June 28

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1ST SALOON £71.10 SINGLE. £106.14 RETURN.
2ND " £48.8 " £ 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	TONS	LEAVE HONGKONG	DUE MARSEILLES	DUE LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:
1ST SALOON £55.0 SINGLE, £82.10 RETURN.
2ND " £38.10 " £57.4 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.
781

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU, Capt. F. L. Sommer	16,000	WED'DAY, 1st Jan., at 4 P.M.
	AKI MARU, Capt. B. Kon	12,500	WED'DAY, 15th Jan., at Daylight.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	§ SADO MARU, Capt. Asakawa	12,500	TUESDAY, 14th Jan., at Noon.
	§ YOKOHAMA MARU, Capt. N. Noda	12,500	TUESDAY, 28th Jan., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. T. Sekine,	7,000	WED'DAY, 15th Jan., at Noon.
	NIKKO MARU, Capt. M. Yagi,	9,600	WED'DAY, 12th Feb., at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON	‡ COLOMBO MARU, Capt. Kawashima,	6,000	WED'DAY, 1st Jan.
BOMBAY VIA SINGAPORE, and COLOMBO	‡ KAMAKURA MARU, Capt. T. Hori,	12,500	MONDAY, 6th Jan.
KOBE and YOKOHAMA	KAGA MARU, Capt. G. Tabusa,	12,500	FRIDAY, 3rd Jan., at 11 A.M.
SHANGHAI, MOJI and KOBE	‡ KAWACHI MARU, Capt. Christiansen,	12,500	WED'DAY, 1st Jan.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU, Capt. M. Yagi,	9,500	WED'DAY, 15th Jan., at Noon.
SHANGHAI, KOBE and YOKOHAMA	‡ TOSA MARU, Capt. T. Sato.	12,000	MONDAY, 6th Jan.

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only

1913 PASSENGER SEASON 1913
FOR EUROPE.

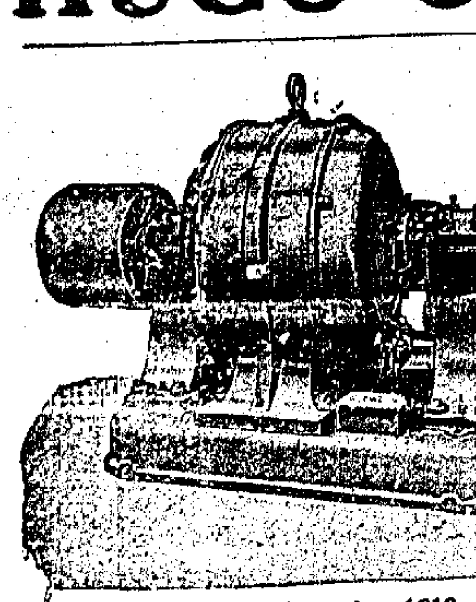
STEAMER.	TONS DISPLACEMENT.	LEAVING HONGKONG.
MISHIMA MARU	16,000	29th January
KAGA "	12,500	12th February
ATSUTA "	16,000	26th February
HITACHI "	13,000	12th March
MIYASAKI "	16,000	26th March
KITANO "	16,000	9th April
IYO "	12,500	23rd April
HIRANO "	16,000	7th May
TANGO "	13,500	21st May

FOR AMERICA.

INABA MARU	12,500	11th February
SHIDZUOKA "	12,500	25th February
TAMBA "	12,500	11th March
AWA "	12,500	25th March
SADO "	12,500	4th April
YOKOHAMA "	12,500	22nd April
INABA "	12,500	6th May
SHIDZUOKA "	12,500	20th May

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE NOS. 292 and 1241.
[11—12-13

HUGO C. A. FROMM.



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Titan

BERGERHOF RHLD.

ELECTRIC MOTORS, DYNAMOS, VENTILATORS, AND ALL KINDS OF ELECTRICAL GOODS.

Hongkong, 30th December, 1912. [44-6

JOS. PANNES & CO.,

KERFELD.

MERCERISED COTTON-YARN, ARTIFICIAL SILK.

Hongkong, 30th December, 1912. [44-10

SILK RIBBONS AND COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!

PET. WILH. KROMMES, ELBERFELD.

Hongkong, 30th December, 1912. [44-11

POST OFFICE NOTICE

NEW YEAR'S HOLIDAY.

The Post Office will be open to-day, from 8 till 9 a.m. only. There will be one delivery of ordinary correspondence and one collection of letters as on Sundays.

The Money Order Office will be entirely closed.

The *India*, with the English Mail, left Singapore on Sunday, the 29th inst., at 8 a.m., and is expected to arrive here on Friday, the 3rd January, at 7 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 27th November, and for despatch overland on the 3rd inst.

The *Delta*, with the Siberian Mails from London of Wednesday, the 11th and Saturday, the 14th ult., is due to arrive here on Friday, the 3rd inst.

FOR	PER	DATE
Fort Bayard, Haiphong and Pakhoi ...	*Si-Kiang* ...	Wednesday, 1st, 8.00 A.M.
Swatow, Amoy and Foochow ...	*Haimun* ...	Wednesday, 1st, 9.00 A.M.
Swatow, Amoy and Foochow	*Kaijo Maru*	Wednesday, 1st, 9.00 A.M.
Straits, Burmah and India via Calcutta	*Colombo Maru*	Wednesday, 1st, 9.00 A.M.
Amoy	*Hongwan I.*	Wednesday, 1st, 9.00 A.M.
Straits and Ceylon	*Kamo Maru*	Wednesday, 1st, 9.00 A.M.
Swatow	*Signal* ...	Wednesday, 1st, 9.00 A.M.
Japan via Moji	*Fitzclarence*	Wednesday, 1st, 9.00 A.M.
Shanghai, North China, and Japan via Kobe	*Kawachi Maru* ...	Wednesday, 1st, 9.00 A.M.
Kudat and Sandakan	*Borneo* ...	Thursday, 2nd, 9.00 A.M.
Saigon	*Laertes*	Thursday, 2nd, 10.00 A.M.
Macao	*Sui Tai* ...	Thursday, 2nd, 1.15 P.M.
Straits and Ceylon	*Persia*	Thursday, 2nd, 3.00 P.M.
Shanghai and North China	*Chinhua* ...	Thursday, 2nd, 3.00 P.M.
Swatow, Amoy and Foochow	*Haiyang*	Thursday, 2nd, 5.00 P.M.
Japan via Moji	*Bandai Maru*	Thursday, 2nd, 5.00 P.M.
Japan via Yokohama	*Arratoon Apcar*	Friday, 3rd, NOON
Macao	*Sui Tai*	Friday, 3rd, 1.15 P.M.
Shanghai and North China (EUROPE VIA SIBERIA)	*India* ...	Friday, 3rd, 5.00 P.M.
Shanghai, North China, and Japan via Kobe	*Fooksang* ...	Saturday, 4th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	*St. Albans* ...	Saturday, 4th, 10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI ... (Late Letter 11.00 to NOON. Extra Postage 10 cents), (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed Friday, 3rd, January, at 5 p.m.	*Delta* ...	Saturday, 4th Printed Matter and Samples ... 10.00 A.M. Registration ... 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M.) Registration, Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M.
Philippine Islands	*Yuensang* ...	Saturday, 4th, 1.00 P.M.
Macao ...	*Sui Tai* ...	Saturday, 4th, 1.15 P.M.
Shanghai and North China	*Kwongsang*	Saturday, 4th, 5.00 P.M.
Haiphong, Pakhoi and Saigon ...	*Singan* ...	Saturday, 4th, 5.00 P.M.
Shanghai and North China (EUROPE VIA SIBERIA)	*Anhui* ...	Saturday, 4th, 5.00 P.M.
...	*Koerber* ...	Saturday, 4th, 5.00 P.M.
Shanghai and North China	*Kwangse* ...	Saturday, 4th, 5.00 P.M.
Swatow, and Amoy	*Vorwaerts* ...	Sunday, 5th, 9.00 A.M.
Shanghai, North China and Japan via Yokohama	*Haiching* ...	Monday, 6th, 5.00 P.M.
Swatow, Amoy and Foochow ...	*Capri* ...	Tuesday, 7th, 11.00 A.M.
Straits and Bombay		

For NEW YEAR.

We Beg to Notify our Customers that Assorted Cases of Wines and Spirits suitable for the Festive Season can be obtained from us at Prices ranging from **$18** upwards.

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL,

HONGKONG.

42 Telephone No. 135.

COMMERCIAL.

—:o:—

CLOSING QUOTATIONS.

December 31st.

ON LONDON:—
- Telegraphic Transfer 2/-7/8
- Bank Bills, on demand 2/-15/16
- Bank Bills, at 30 days' sight 2/1
- Bank Bills, at 4 months' sight ...2/1 3/16
- Credits, at 4 months' sight.........2/1 1/4
- Documentary Bills 4 months' sight 2/1 3/8

ON PARIS:—
- Bank Bills, on demand 262
- Credits, at 4 months' sight.........267

ON GERMANY:—
- On demand..........212 1/2

ON NEW YORK:—
- Bank Bills, on demand 50 3/8
- Credits, at 60 days' sight 51 1/8

ON BOMBAY:—
- Telegraphic Transfer 154 1/4
- Bank, on demand 154 1/2

ON CALCUTTA:—
- Telegraphic Transfer 154 1/4
- Bank, on demand 154 1/2

ON SHANGHAI:—
- Bank, at sight 71 5/8
- Private, 30 days' sight 72 1/4

ON YOKOHAMA:—On demand..........100 3/4

ON MANILA:—On demand—Pesos—101 3/4

ON SINGAPORE:—On demand..........88 3/8

ON BATAVIA:—On demand 124 3/4

ON HAIPHONG:—On demand ....1 % pm.

ON SAIGON:—On demand..........3/4 "

ON BANGKOK:—On demand..........73 3/4

SOVEREIGNS, Bank's Buying Rate ...$9.60

GOLD LEAF, 100 fine, per tael $50.50

BAR SILVER, per oz. 28 15/16

SUBSIDIARY COINS.

		per cent
Chinese ......20 cents pieces	......$5.43	discount
Chinese ......10 "	......$6.95	"
Hongkong ...20 "	......$4.00	"
Hongkong ...10 "	......$6.85	"

SHARE LIST.—QUOTATIONS.

HONGKONG, 31ST DECEMBER, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	$125	all	$825, sal. & sel. L'don £84
China Borneo Company, Limited	60,000	$12	all	$9 1/2, buyers
China Light and Power Company, Limited.	50,000	$5	all	$2.90
	50,000	$1	all	
China Provident, Loan & Mortgage Co., Ld...	200,000	$10	all	$9 1/4, sales
COTTON MILLS.—				
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 121, buyers
Hongkong Cotton Spinning Co., Ld ...	125,000	$10	all	$8 1/4, sal. & buy.
Dairy Farm Company, Limited	40,000	$7 1/2		$21 1/2, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$79, sal. & buy.
Hongkong and Whampoa Dock Co., Ld.	50,000	$50	all	$58, sales
New Amoy Dock Co., Limited ...	10,000	$6 1/4	all	$7, buyers
Shanghai Dock and Engineering Co., Ld	55,700	Tls. 100	all	Tls. 59, buyers
Shanghai and Hongkew Wharf Co., Ld..	36,000	Tls. 100	all	Tls. 103
Green Island Cement Co., Limited	400,000	$10	all	$4 1/4
Hongkong Electric Co., Limited	60,000	$10	all	$26, buyers
Hongkong Hotel Company, Limited...	12,000	$50	all	$115, buyers
	8,000		$25	$73
Manila Metropole Hotel Limited	15,000	Ps. 10	all	P8 1/2, sales
Hongkong Ice Company, Limited ...	5,000	$25	all	$200
Hongkong Rope Manufacturing Co., Limited	60,000	$10	all	$19, buyers
H'kong & South China Steam Fisheries Co., Ld	15,000	$10	$7	$2, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited ...	10,000	$250	$50	$270, sellers
China Fire Insurance Co., Limited ...	20,000	$100	$20	$150, sales
China Traders Insurance Co., Limited...	24,000	$83.33	$25	$100
Hongkong Fire Insurance Co., Limited	8,000	$250	$50	$378, buyers
North-China Insurance Co., Limited ...	10,000	£15	£5	Tls. 134 1/2
Union Insurance Society, Limited ...	12,400	$250	$100	$817 1/2, sellers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$192 1/2, @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ld.	50,000	$100	all	$105, buyers
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$8 1/4, sales
Kowloon Land and Building Co., Ld. ...	6,000	$50	$30	$36, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 90
West Point Building Co., Limited ...	12,500	$50	all	$57, buyers
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	25,000	Gds. 10	all	Tls. 73 1/2, sal. & sel.
MINING.—				
Chinese Engineering and M. Co., Ld. ...	1,000,000	£1	all	35/-
Tronoh Mines, Limited	160,000	£1	all	74/6, buyers
Heawood Tin and Rubber Estate, Ld. ...	822,000	2/-	all	4/-
Raub Australian Gold Mining Co., Ld...	200,000	£1	all	$4 1/2
Peak Tramways Co., Limited... ...	25,000	$10	all	$11 1/2, buyers
	50,000	$10	$1	$1, sales
Philippine Co., Limited	75,000	$10	all	$5
REFINERIES.—				
China Sugar Refining Co., Limited ...	20,000	$100	all	$107, buyers
Luzon Sugar Refining Co., Limited	7,000	$100	all	$34 1/2, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ld. ...	30,000	$25	all	$11 1/2, sellers
Douglas Steamship Co., Limited ...	20,000	$50	all	$34 1/2
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	$15	all	$28 1/2, sellers
Indo-China Steam Navigation Co., Ld	60,000 pref. 60,000 def.	£5	all	$88 L'don £8 10/-
Shell Transport & Trading Co., Limited.	2,500,000	£1	all	110/-, x.div. buy.
Star Ferry Company, Limited	30,000	$10	all	$35
South China Morning Post, Limited ...	6,000	$25	all	$22
Steam Laundry Company, Limited... ...	20,000	$5	all	$5 1/2, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited ...	1,200	$10	all	$25
Wm. Powell, Limited	15,000	$7	all	$8 3/4, buyers
Watkins, Limited	10,000	$10	all	$3 1/2, buyers
A. S. Watson & Co., Limited	90,000	$10	all	$6 1/4, buyers
Weissmann, Limited	3,000	$10	all	$17, buyers
Gande, Price & Co., Ltd...	50,000	$10	all	$6
Societe des Pulpes et Papeteries du Tonkin	13,200	$50	all	$30, sellers
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	$10	$4	$9 1/2, sellers
	100 fders	$10	all	$300.
Union Waterboat Co., Limited	50,000	$10	all	$14
Hongkong Tramway Co., Ld....	325,000	5/-	all	5/-, sellers

RUBBER.— *Daily Wire*

Para Rubber in London ... ... 4/7 per lb., sellers.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SYMTH, *Share Brokers*

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 31st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.26	30.34	30.28
Temperature ...	61	52	61
Humidity	53	54	45
Wind Direction ...	NE	North	West
" Force	1	1	2
Weather	o	o	b
Rain	—	0.00	—

Highest open air Temperature on 30th ...62

Lowest open air Temperature on 30th ...53

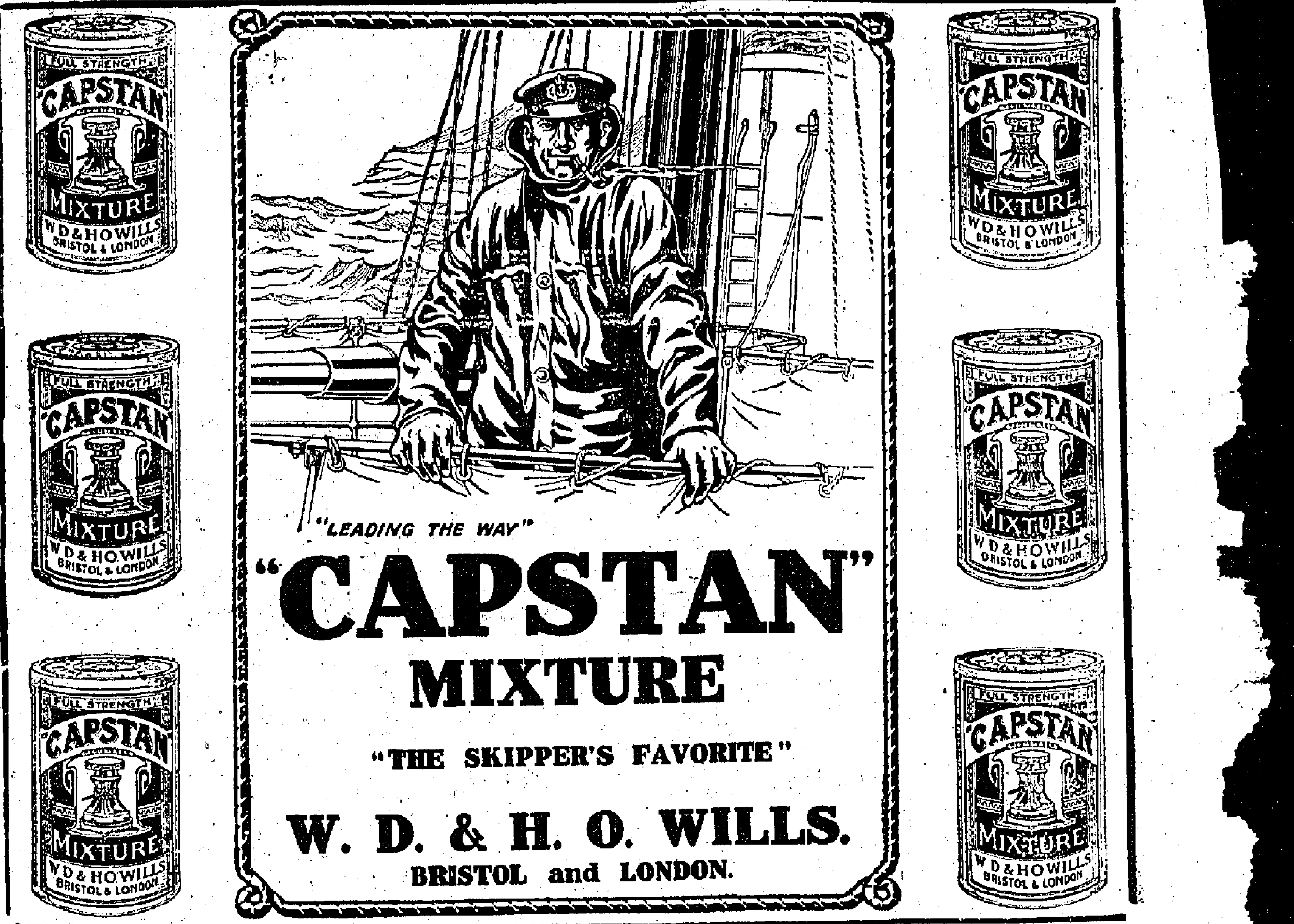
NOTICE TO KOWLOON RESIDENTS

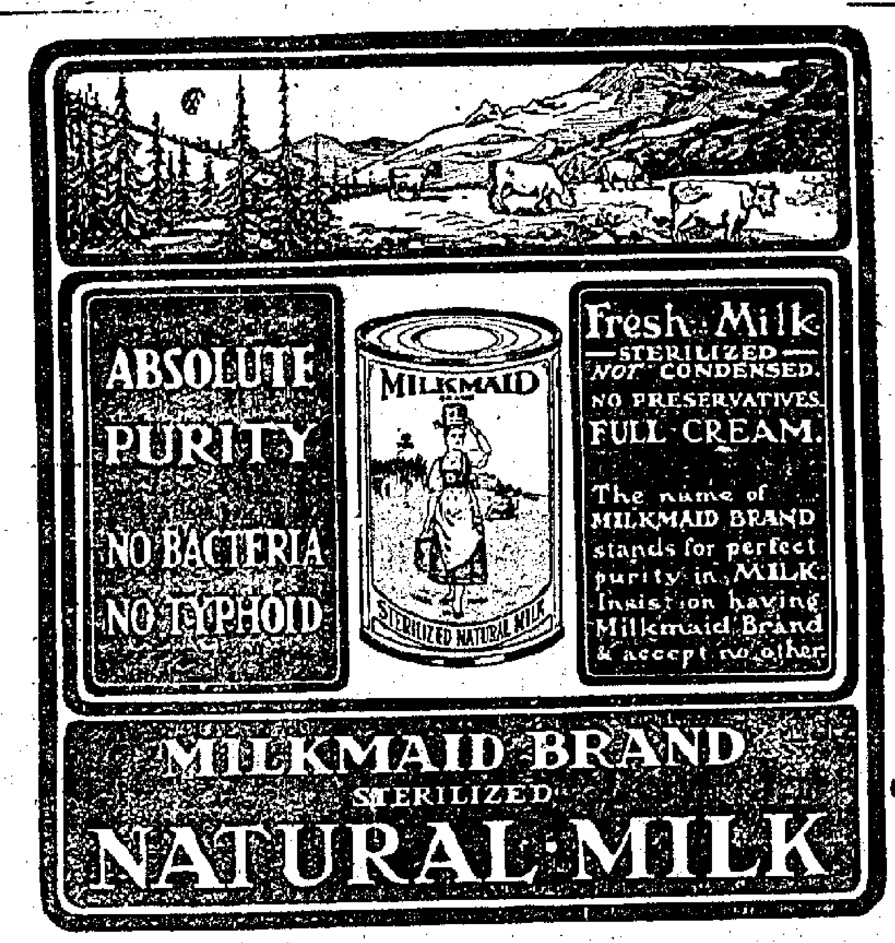
EXTRA COPIES of *Daily Press* are on Sale daily at the following Stores:—KOWLOON BOOK STALL, Ferry Wharf Messrs. HUNG CHEONG, Haiphong Roa

HONGKONG TIDE TABLE.

From 1st to 7th January, 1913.

Days of Week	Days of Month	HIGH WATER H'kong. Mean Time. h. m.	Height ft. in.	LOW WATER H'kong. Mean Time h. m.	Height ft. in.
Wed.	1	m 4 16	5 4	m 10 13	2 6
		5 4 a	5 7	11 30 a	3 1
Thurs.	2	m 5 47	4 9	m 10 5	3 0
		5 45 a	6 2		
Fri.	3	m 7 13	4 6	m 0 44	2 4
		6 24 a	6 6	m 11 41	3 3
Satur.	4	m 8 26	4 4	m 1 43	1 7
		7 1 a	7 0	0 20 a	3 6
Sun.	5	m 9 29	4 3	m 2 30	1 3
		7 36 a	7 4	0 57 a	3 7
Mon.	6	m 10 23	4 2	m 3 12	1 0
		8 11 a	7 6	1 32 a	3 7
Tues.	7	m 11 6	4 1	m 3 49	0 7
		8 45 a	7 7	2 6 a	3 7





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TO-DAY

General Holiday.

TO-NIGHT

9.15 P.M.—Mr. Edgar Warwick Presents "The Court Cards," at the Theatre Royal.

9.15 P.M.—Bijou Scenic Theatre.

FORTHCOMING EVENTS.

Saturday, 4th Jan.:—
9.15 P.M.—Concert by Eugene Ossipoff at the Theatre Royal.

Monday, 6th Jan.:—
9.15 P.M.—Allan Wilkie Co. at the Theatre Royal.—"A Bunch of Violets."

Tuesday, 7th Jan.:—
9.15 P.M.—Allan Wilkie Co. at the Theatre Royal.—"David Garrick."

Wednesday, 8th Jan.:—
9.15 P.M.—Allan Wilkie Co. at the Theatre Royal.—"Candida."

Thursday, 9th Jan.:—
9.15 P.M.—Allan Wilkie Co. at the Theatre Royal.—"The Liars."

Friday, 10th Jan.:—
9.15 P.M.—Allan Wilkie Co. at the Theatre Royal.—"Mrs. Warren's Profession."

Saturday, 11th Jan.:—
3 P.M.—Allan Wilkie Co. at the Theatre Royal.—"Twelfth Night."
9.15 P.M.—Allan Wilkie Co. at the Theatre Royal.—"School for Scandal."

Monday, 13th Jan.:—
9.15 P.M.—Allan Wilkie Co. at the Theatre Royal.—"Salome."

Tuesday, 14th Jan.:—
9.15 P.M.—Allan Wilkie Co. at the Theatre Royal.—"Taming of the Shrew."

Wednesday, 15th Jan.:—
9.15 P.M.—Allan Wilkie Co. at the Theatre Royal.—"Second Mrs. Tanqueray."

Thursday, 16th Jan.:—
9.15 P.M.—Allan Wilkie Co. at the Thea Royal.—"The Cardinal."

Friday, 17th Jan.:—
9.15 P.M.—Allan Wilkie Co. at the Theatre Royal.—"Lady Windermere's Fan."

Printed and Published by BERTRAM A. HALE for the Concerned at 10a, Des Vœux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.